The Hong Kong Daily Press.

No. 4864 號四十六百八千四第 日二十二月五年西癸治同 HONGKONG, MONDAY, 16TH JUNE, 1873. 一拜禮 號六十月六英 港香 [PRICE $2 PER MONTH.

Arrivals.

June 13, CITY OF EXETER, Brit. str., 789, Bovey, Shanghai 8th June, Swatow 13th, General.—OLYPHANT & Co.

June 13, PALLAS, Ger. bk., 526, Luders, Saigon 28th May; Cape St. James 1st June, 11,500 piculs Rice.—WM. PUSTAU & Co.

June 13, SOPHIE, Ger. bg., 210, L. Ohlsen, Newchwang 27th May, 5,200 piculs Beans.—BOURJAU & Co.

June 13, ACACIA, Brit. bk., 233, Riddle, Newcastle, N.S.W., 15th April, 350 tons Coals.—NAVAL STOREKEEPER.

June 13, RACHEL, Brit. bk., 283, W. Frith, Newcastle, N.S.W., 8th April, 390 tons Coals.—GAS COMPANY.

June 14, MATCHLESS, Amer. sh., 1,198, Josselyn, Shields 5th February, 1,600 tons Coals.—P. & O. S. N. Co.

June 14, SOPHIA, Siam. lugger, 304, Spreckelsen, Kamput 26th May, General.—CHINESE.

June 14, MŒGEN, Brit. bk., 384, Mathews, Cootie 17th May, Rattans.—THOS. HOWARD & Co.

June 14, PEGASUS, Brit. sh., 1,120, Ellis, Boston 10th Feb., Ice.—TUDOR ICE COMPANY.

June 14, ALTAGRACIA, Span. bk., 420, Onaindi, Saigon, General.—REMEDIOS & Co.

June 14, MAIDEN QUEEN, Brit. sh., 814, Wm. Forsyth, London 14th February, Coals.—GILMAN & Co.

June 14, FRIENDSHIP, Siam. bk., 480, H. Klindt, Bangkok 20th May, General.—CHINESE.

June 14, APOUNE, French bk., 417, Turbé, Saigon and Cape St. James 1st June, Rice.—CHINESE.

June 14, CONDOR, German bark, 420, Kroll, Saigon June 2nd, and Cape St. James 5th, 8,500 piculs Rice.—SIEMSSEN & Co.

June 14, PEHLWAN, Brit. bark, 460, R. Miles, Singapore 26th May, Timber.—CHINESE.

June 14, ANNA, Ger. bark, 227, Eisenmenger, Whampoa 13th June, General.—BOURJAU & Co.

June 14, RUHTINAS, Russian bark, E. Dalberg, Shields 8th February, Coals.—P. & O. Co.

June 14, CANTON, Brit. str., 1,215, Jaques, Amoy 13th June, Ballast.—RUSSELL & Co.

June 14, JAMES A. WRIGHT, Amr. sh., 1,273, Morrison, Cardiff 3rd February, 1,740 tons Coals.—ORDER.

June 15, GERALDINE, Brit. 3-m. sch. 182, Flory, Newcastle, N.S.W., 21st April, 280 tons Coal.—Gas Co.

June 15, WINDSOR CASTLE, Brit. ship, 1,074, N. Harrison, Newcastle, N.S.W., May 6, 1,400 tons Coal.—P. M. Co.

June 14, ESMERALDA, French bark, 374, P. Glotin, Iloilo 27th May, Sapanwood.—F. DEGENAES.

June 15, INVERNESS, Brit. ship, 724, Thos. Donkin, Newcastle, N.S.W., 24th April, 957 tons Coal.—R. S. WALKER & Co.

Departures.

June 14, NIGHTINGALE, for Shanghai.
June 14, FABIUS, for Bangkok.
June 24, PEIHO, str., for Saigon and Europe.
June 14, HONGKONG, for Bangkok.
June 14, HOHENZOLLERN, for Saigon.
June 14, CITY OF EXETER, str., for Whampoa.
June 14, NORNA, str., for Swatow.
June 14, H.M.S. MOSQUITO, for Shanghai.
June 15, FEARLESS, for Iloilo.
June 15, JOHANNA MARIA, for Whampoa.
June 15, RACINE, for Saigon.
June 15, RIGA, str., for Shanghai.
June 15, PEIHO, for Keelung.

Clearances.

AT THE HARBOUR-MASTER'S OFFICE, JUNE 14TH.

Fatchoy, str., for Manila.
Riga, str., for Shanghai.
Hailoong, str., for Swatow, &c.
Race Horse, for Whampoa.
Johanna Maria, for Whampoa.
Peiho, for Keelung.

Passengers.

Per *Pallas*, from Saigon, &c.:—
19 Chinese.
Per *City of Exeter*, from Shanghai, &c.:—
30 Chinese.
Per *Sophia*, from Kamput:—
20 Chinese.
Per *Friendship*, from Bangkok:—
26 Chinese.
Per *Pehlwan*, from Singapore:—
20 Chinese.
Per *Condor*, from Saigon:—
12 Chinese.

Per *Fatchoy*, str., for Manila:—
1 European and 146 Chinese.
Per *Riga*, str., for Shanghai:—
Lewis's Dramatic Troupe, 14 in all.
Per *Peiho*, for Saigon, &c.:—
For Saigon.—Rev. Hoang, Mr. Nguyen Luong, and 20 Chinese. For Ismailia.—Mr. C. J. Lange. For Marseilles.—Mr. and Mrs. Howard, 3 children and 2 native servants, Messrs. Robt. M. Edwards, A. Cleuch, Green, Schumetsch, Morenduggi.

Reports.

The Ger. bark *Condor* reports left Saigon on June 2nd and Cape St. James on the 5th, had light Southerly winds and occasional squalls with much rain throughout the passage.

The Siamese bark *Friendship* reports left Bangkok on 20th May, had light airs from the S.E. throughout; from lat. 13 N. to 18 N., a high N. and N.E. swell.

The British steamship *City of Exeter* reports left Shanghai on 8th June, and Swatow on the 13th, had the first part strong breeze from the S.W., latter part light airs.

(For continuation of Shipping Reports see third page.)

Auction Sales To-day.

None.

JOHN AND HENRY GWYNNE, ENGINEERS, BOILER-MAKERS, AND IRON-FOUNDERS.
HAMMERSMITH IRONWORKS, 89, *Cannon St., London, E.C., England.*
MANUFACTURERS OF STEAM ENGINES, Portable and Fixed;
BOILERS, CENTRIFUGAL PUMPS, TURBINE WATER WHEELS, PUMPING ENGINES, and every description of
MACHINERY FOR DRAINAGE, IRRIGATION, AND RECLAMATION;
PUMPING MACHINERY FOR DOCKS, &c.;
HYDRAULIC PRESSES;
GUNPOWDER MACHINERY;
TEA-SIFTING AND SORTING MACHINERY.
SUGAR, FLOUR, AND WIND MILLS;
HYDO-EXTRACTORS;
STEAM AND HAND CRANES,
BOILER WORK, &c., &c.

*** *Catalogues and Estimates will be forwarded on application to their Offices.*
89, CANNON-STREET, E.C., LONDON.

Banks.

COMPTOIR D'ESCOMPTE DE PARIS.

INCORPORATED by National Decrees of 7th and 8th March, 1848, and by Imperial Decrees of 25th July, 1854, and 31st December, 1866.
RECOGNISED BY THE INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

	Francs.	*£ Sterling.*
PAID-UP CAPITAL.....	80,000,000	3,200,000
RESERVE FUND.....	20,000,000	800,000

HEAD OFFICE.—14, Rue Bergère, Paris.
LONDON AGENCY.—144, Leadenhall Street, E.C.
AGENCIES:—At Nantes, Lyons, Marseilles, Roubaix, Brussels, Alexandria, Bombay, Calcutta, Hongkong, Shanghai, Saigon, Saint Denis (Ile de la Réunion,) and Yokohama.

LONDON BANKERS—UNION BANK OF LONDON.

HONGKONG AGENCY.

Interest Allowed
On current deposit accounts at the rate of 2 % per annum on the monthly minimum balances; 2½ % subject to 15 days' notice of withdrawal; and 3 % subject to one month's notice.
On Fixed Deposits:
For 3 months 3 % per annum.
" 6 " 4 % " "
" 12 " 5 % " "
A. PHILIPPE,
Acting Manager.
Offices in Hongkong: Bank Buildings, Queen's Road.
876 Hongkong, 2nd June, 1873.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND.....1,000,000 of Dollars.

Court of Directors:—
Chairman—S. D. SASSOON, Esq.
Deputy Chairman—W. H. FORBES, Esq.
Ad. André, Esq. | G. B. Lemann, Esq.
R. M. Collins, Esq. | Thos. Pyke, Esq.
A. F. Heard, Esq. | Hon. E. Bowett.
A. Joost, Esq.
Chief Manager.
Hongkong—James Greig, Esq.,
Manager.
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 per cent. per annum.
6 " 4 " "
12 " 5 " "
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East.
tf 10621 Hongkong, 1st April, 1873.

TO LET.

THE HOUSE on the Praya East, formerly in the occupation of Mr. JOHN JACK.
Apply to
WILLIAM BECKETT,
East Point Godowns.
tf 926 Hongkong, 11th June, 1873.

TO BE LET.

THE HOUSE No. 13, Stanton Street, containing 7 Rooms. Side entrance for Servants. Possession can be had on 1st proximo.
Apply to
J. H. COX,
41, *Queen's Road.*
tf 918 Hongkong, 10th June, 1873

TO LET.

THE Two GODOWNS, No. 1 and 2, at the back of the Rice Mills, West Point, facing the Praya.
The Godowns have undergone extensive and thorough repairs, and are now in first rate order. Apply to
G. VON OVERBECK,
No. 8, Pedder's Hill.
1m 890 Hongkong, 4th June, 1873.

TO LET,
Possession from 1st July next.

NO. 5, West Terrace.
Apply to
J. P. DA COSTA.
tf 880 Hongkong, 3rd June, 1873.

TO LET,
(With possession on 1st July.)

THE BLACKSMITH'S SHOP on Wanchai Road, now occupied by the Hongkong and Whampoa Dock Company.
Apply to
LANDSTEIN & Co.
tf 807 Hongkong, 23rd May, 1873.

FOR RENT.

A FIRST-CLASS GRANITE GODOWN, at Wanchi.
Apply to
S. E. BURROWS & SONS.
tf 781 Hongkong, 20th May, 1873.

TO LET.

A SUBSTANTIALLY built BUNGALOW on Shameen, in Canton. Rent moderate.
Apply to
AHMEDBHOY HABIBBHOY.
tf 775 Hongkong, 19th May, 1873.

NOTICE.

TO LET.

THE HOUSE No. 62, situated in Wellington Street, well adapted for a business residence. Rent moderate.
Apply to
JAIRAZBHOY PEERBHOY,
Wellington Street.
tf 769 Hongkong, 17th May, 1873.

TO LET,
With immediate possession.

THE FIRST FLOOR of No. 13, Queen's Road, consisting of nine large Rooms, with a small Godown, Cook House, Compradore and Servants' Quarters.
Also, a well furnished HOUSE, in Pechili Terrace.
For particulars, apply to
MACEWEN & Co.
tf 757 Hongkong, 15th May, 1873.

TO BE LET.

A SUITE of ROOMS, furnished. For particulars, apply at
THE HONGKONG DISPENSARY,
tf 583 Hongkong, 14th April, 1873.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.
A. McIVER, *Agent.*
tf Hongkong, 1st July, 1867.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
REDUCTION IN THE RATES OF PREMIUM.
Detached & semi-detached Dwelling Houses, removed from town, and their contents. } ½ per cent. per annum.
Other dwelling Houses used strictly as such, and their contents. } ¼ "
Godowns, Offices, Shops, &c., and their contents. } ¼ "
On and after this date, a discount of 20 per cent. off the above rates will be allowed to Insurers.
GILMAN & Co.,
Agents, North British and Mercantile Insurance Company.
tf 1168 Hongkong, 24th June, 1872.

Notices of Firms.

THE interest and responsibility of Mr. WILLIAM H. CONDIT, and Mr. HENRY C. LOW, in our Firm, ceased on the 31st December, 1872.
SMITH, ARCHER & Co.
14d 944 Hongkong, 14th June, 1873.

NOTICE.

MR. GEORGE B. FALCONER will act as my Attorney during my absence from the Colony.
JOHN JACK.
tf 831 Hongkong, 31st May, 1873.

THE interest and responsibility in our firm of Mr. JOHN H. SMITH ceased on the 30th of April last.
F. BLACKHEAD & Co.
tf 708 Hongkong, 1st May, 1873.

MR. WILLIAM STEWART YOUNG is this day admitted a Partner in our firm in Hongkong, China, and Japan.
GILMAN & Co.
2m 678 Hongkong, 1st May, 1873.

NOTICE.

UNDER the Style or Firm of
B. J. MORRIS & Co.
I have this day established myself at Foochow as a Commission Merchant.
BENJ. J. MORRIS.
3m 741 Foochow, 1st May, 1873.

MR. AD. S. CORDES has this day been admitted a partner in our firm.
A. CORDES & Co.
tf 458 Tientsin, 1st January, 1873.

MR. F. LANGKEN and Mr. C. W. SIEGFRIED have this day been admitted partners in our firm in Hongkong and China.
WM. PUSTAU & Co.
6m 2 Hongkong, 1st January, 1873.

THE co-partnership hitherto existing between ISAAC M. BULL, JAMES PURDON, JOHN G. PURDON, and S. HUBBARD CLARKE, in Hongkong and China, under the name or style of "BULL, PURDON & Co.," ceased this day by effluxion of time.
Outstanding accounts will be settled by either of the partners, who for that purpose are authorized to sign the firm in liquidation.
BULL, PURDON & Co.
684 Hongkong, 30th April, 1873.

WITH reference to the above notice, the business heretofore carried on by BULL, PURDON & Co. will be conducted by the undersigned, under the style or firm of PURDON & Co.
Mr. HENRY W. DAVIS is authorized to sign the name of the Firm, and will retain the management of the business at Hongkong and Canton.
Mr. JOHN ODELL will continue to conduct the business at Foochow, and is authorized to sign the name of the Firm at that port.
JOHN G. PURDON.
685 Hongkong, 1st May, 1873.

LICK HOUSE,
CORNER MONTGOMERY AND SUTTER STREETS,
SAN FRANCISCO, CALIFORNIA.

THE "LICK" offers unsurpassed accommodation for Tourists, being centrally located, and having horse cars for all parts of the city passing its door. Its rooms and suites are unequalled for comfort, while its Dining Hall is acknowledged to be the most elegant room of its kind in America, or the Continent. Its cuisine is second to no institution of its kind; every luxury of the season, prepared by the ablest of cooks being daily placed on its tables. In fact, the "LICK" offers to the Tourist a home, where every attention is guaranteed for the comfort of its guests that the most careful judgment of experienced men in their several callings, can afford. 13m 553

INSURANCE.

THE Undersigned, as Agents for THE BRITISH AND FOREIGN MARINE INSURANCE COMPANY (LIMITED,) are prepared to issue policies on Tea and Silk, by steamers of the P. & O. Co., Messageries Maritimes, and Ocean Steamship Co., at the following premiums:—
All Risks. F.P.A.
Hongkong to London, Silk, ... 20/. %. ... —
Tea, ... 30/. %. ... 20/. %.
Subject to a discount of 15 %.
Risks accepted on other first-class steamers and sailing vessels at current rates.
BUTTERFIELD & SWIRE,
Agents.
1m 856 Hongkong, 30th May, 1873.

INSURANCE.

THE OCEAN STEAMSHIP COMPANY being protected by open Policies of Insurance, is prepared to accept risks on Tea, Silk, and General Merchandise, at the following premiums, payments in case of loss or damage being made with promptitude, and Settlements adjusted according to Lloyd's Rules.
All Risks. F.P.A.
Hongkong to London, Silk, ... 18/. %. ... —
Tea, ... 27/. %. ... 16/. %.
General Merchandise, — ... 18/. %.
Premiums net cash at the sight exchange of Bank drafts on London.
BUTTERFIELD & SWIRE,
Agents.
1m 857 Hongkong, 30th May, 1873.

NOTICE.

ROYAL INSURANCE COMPANY.

FROM and after this date, a Discount of 20 per cent. on the current rates of Premia will be allowed to all contributors.
ROBERT S. WALKER & Co.,
Agents, Royal Insurance Company.
tf 1162 Hongkong, 24th June, 1872.

THE QUEEN INSURANCE COMPANY.

CAPITAL,—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, are prepared to grant Policies against Fire, to the extent of £10,000, on Buildings or on Goods stored therein.
NORTON, LYALL & Co.
tf 241 Hongkong, 22nd January, 1870.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies gainst Sea Risks at current rates.
RUSSELL & Co.
tf 1022 Hongkong, 1st April, 1865.

PHŒNIX FIRE INSURANCE COMPANY

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1868.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

IN conformity with the Special Resolutions adopted and confirmed at the Extraordinary Meetings of Shareholders held on the 1st and 15th instants, altering Clauses Nos. 130, 131, 132, and 133 of the Articles of Association, (such changes to take effect from 1st November, 1871), the Net Profits of the Company will, from that date, be distributed as follows, viz.:—
Two-thirds (2/3rds) to *all contributors*, whether shareholders or not, in proportion to the net amount of premia contributed by each.
One-third (1/3rd) to Shareholders generally, according to the number of shares held by each.
AUGUSTINE HEARD & Co.,
General Agents.
tf 814 Hongkong, 16th February, 1872.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, at the Godowns of Messrs. OLYPHANT & Co.
TO-MORROW,
the 17th inst., at noon,—
16 Bales COTTON DUCK, ex *Nightingale*, from New York,
(All more or less Damaged.)
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
W. KERFOOT HUGHES,
Auctioneer.
946 Hongkong, 14th June, 1873.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on
SATURDAY,
the 21st day of June, 1873, at noon, at No. 42, Wyndham Street,—
The whole of the HOUSEHOLD FURNITURE, &c., comprising: Drawing Room, Dining Room, and Bedroom SUITES, Pier GLASSES, Centre CARPETS, RUGS, Rep Covered SOFAS and CHAIRS, CLOCKS, Window CURTAINS and CORNICE, PICTURES, Kerosine CHANDELIERS, LAMPS, Dinner, Dessert, and Breakfast SETS, GLASS WARE, PLATED WARE, BEDSTEADS, WARDROBES; Marble-top CHEST of DRAWERS, with GLASS; Marble-top WASHSTAND, Marble-top SIDEBOARD, FENDER and Fire IRONS, Cheval GLASS, &c., &c.
Catalogues will be issued.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
952 Hongkong, 16th June, 1873.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, (unless previously disposed of by private contract,) on
MONDAY,
the 23rd day of June, 1873, at noon, on board,
For account of whom it may concern,—
The Steamer "*MAUMEE,*"
(late U. S. Steam Gunboat), as she now stands, with her Engines, &c.
For further particulars, apply to the Undersigned.
TERMS OF SALE.—One half of the purchase money to be paid on the fall of the hammer, and the balance on the transfer of the vessel, in Mexican Dollars weighed at 7.1.7.
Expenses of transfer to be paid by the purchaser.
The Vessel to be at purchaser's risk upon the fall of the hammer.
J. M. ARMSTRONG,
Auctioneer.
824 Hongkong, 29th May, 1873.

NOTICE.

THE Undersigned have received instructions to sell by Public Auction, (unless previously disposed of Private Sale,) on
THURSDAY,
the 16th July next,—
All that Valuable Real ESTATE, belonging to the late Firm of Messrs. BULL, PURDON & Co., comprising:—
Large GODOWNS, with suitable OFFICES, Tea ROOM, Stone TREASURY, Compradore's OFFICE, HOUSE and GARDEN, situated on the Island of Chung Chow, near the small Bridge, and possessing a Water Frontage of about 170 feet.
Also,
The BUNGALOW, situated on the Hill, containing Dining and Drawing ROOMS, 3 Bed ROOMS, with the requisite KITCHENS, Boys' ROOMS, &c., and with Flower and Vegetable GARDENS, Croquet LAWN, &c., &c.
HEDGE & Co.,
Auctioneers.
848 Foochow, 23rd May, 1873.

PUBLIC AUCTION.

THE Undersigned has received instructions from J. BERNNER, Esq., H. M.'s Naval Storekeeper, to sell by Public Auction, at the Naval Yard, on
WEDNESDAY,
the 20th August, 1873, at noon,—
H. M.'s Steamship
"*ZEBRA,*"
951 Tons, 200 Horse-power (nominal), in Hongkong Harbour, with Engines, Spars, Gear, and Boilers, Masts and Yards, two Anchors and Cables, one suit of Sails, &c., as she stands.
Further particulars can be obtained on application to the Naval Storekeeper.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
The vessel to be at the purchaser's risk, with all faults and errors of description, on the fall of the hammer.
J. M. ARMSTRONG,
Government Auctioneer.
953 Hongkong, 16th June, 1873.

PUBLIC AUCTION.

LAMMERT, ATKINSON & Co. have received instructions to sell by Public Auction, at a day hereafter to be named,—
The German Brig
"*MADURA,*"
of 257 Tons Register.
The Vessel is Yellow Metal fastened, and sheathed with Yellow Metal.
TERMS:—One-third of the purchase money to be paid upon fall of the hammer, the remainder upon transfer. The Vessel to be at purchaser's risk after being knocked down.
911 Hongkong, 9th June, 1873.

VALUABLE REAL ESTATE FOR SALE.

WILL shortly be offered at Public Auction, (unless previously disposed of by private contract) all that valuable Estate, the property of the Undersigned, situated at Spring Gardens, Hongkong, and known as MARINE LOT No. 43, extending from the Queen's Road to the Praya, and measuring on the Praya 85 feet, on Queen's Road 100 feet, on Spring Gardens' Lane 623 feet, and on Marine Lot No. 42, 557 feet; containing in all 55,940 square feet.
The Praya frontage, which is at present unbuilt upon, offers from its large extent good facilities for business purposes, and is one of the few sites left unappropriated in so central a position, having a public wharf opposite, and being within a short distance of the Hongkong Pier and Godown Company's wharf.
In the rear of the premises (standing about 100 feet from the Queen's Road) is a large substantially built 3-storied DWELLING HOUSE, measuring 100 feet by 80 feet, with Garden and Outhouses, the ground floor of the House consisting of large and airy Godowns, Iron-lined Treasury, &c.; on the 2nd story are six large rooms, wine closet, store rooms, and pantry; on the 3rd story, 8 rooms, with bathrooms, &c.; marble tiled verandahs, 18 feet wide, on both upper stories, front and back. The whole so arranged that it can readily be converted into two or three distinct residences, each having a separate means of entrance. There are two distinct rows of outhouses, consisting of servants' rooms, kitchens, and stables. A suite of rooms, suitable for Offices, fronts the Queen's Road, Gas laid on throughout the house, and a fine well of spring water in the court yard. Annual Crown rental of the whole property $986.27.
Also,
Their property at FOOCHOW, consisting of OFFICES, GODOWNS, and DWELLING HOUSE.
The Offices and Godowns are built on the Island of Chungchow, below the bridge, with an extensive river frontage, and are in every respect well situated for business purposes.
The BUNGALOW occupies one of the most desirable sites on the Hill at Nantai, containing Dining Room, Drawing Room, 3 Bedrooms, with Bathrooms, &c., Verandah all round the house. Out Houses attached, and a large Flower and Kitchen Garden.
For further particulars, apply to
BULL, PURDON & Co.
tf 512 Hongkong, 1st April, 1873.

Auctions.

PUBLIC AUCTION.

TO be sold by Public Auction on or about the 15th June, 1873,—
The German Barque
"SUWA,"
of 291 tons register,
The property of Messrs. KALTENBACH, ENGLER & Co., in Liquidation.
The vessel was built at Brake in 1853. She carries about 6,300 piculs, and has her full store of provisions on board.
For particulars, apply to
EUG. SANDNER,
Judicial Liquidator.
1m 815 Saigon, 16th May, 1873.

RUSSIAN CIGARETTES.
Reading LAMPS.
Croquet SETS.
CAFETIERES.
FILTERS.
PERAMBULATORS.
American OIL CLOTH.
Coir MATS.
WHIPS.
American Gold PENS.
Office CHAIRS.
BASS, in Kilderkins.
Paper BASKETS.
Ice CHESTS.
SYRUPS, for Summer Beverages.
VALISES.
Kerosine CHANDELIERS.
Draught BASS.
Chubb's SAFES and LOCKS.
Galle SAUCE.
Charcoal BOX-IRONS.
Dog COLLARS and CHAINS.
SPONGES.
Playing CARDS.
English FURNITURE.
Tea Tasters' CUPS.
Tea Tasters' SCALES and Time GLASSES.
Breakfast CLARET.
SAUTERNE.
BASS, in Barrels.
Unsweetened GIN.
BRANDY, 60 years old.
Fockink's GIN.
Goulet's CHAMPAGNE.
NOVELS.
WORKS of REFERENCE.
Copying PRESSES.
Champagne TAPS.
LANE, CRAWFORD & Co.
7d 928 Hongkong, 11th June, 1873.

In the ESTATE *of* HENRY HAZARD HUDSON, *(Deceased.)*

ALL claims against the above Estate must be presented to the undersigned on or before the 27*th August next*, or they will not be recognised; and all persons indebted to the same are requested to make immediate payment to the undersigned.
T. B. HEDGE,
F. SCHOENKE,
Executors of the above Estate.
tf 891 Foochow, 27th May, 1873.

WANTED.

SIX INTERPRETERS, who possess the Mandarin Dialect perfectly.
One SHORT HAND WRITER, and One TRANSLATOR, capable to translate English into Chinese. Terms liberal.
Applications to be made not later than the 15th of June, 1873, in writing, accompanied by references, to A. B. C., care of *Daily Press* Office.
tf 766 Hongkong, 20th May, 1873.

SWATOW.

STEAM-TUG *ORPHAN.*

THE new and powerful Steam-tug *ORPHAN*, Captain McCASLIN, is now open to tow vessels to or from sea, on reasonable terms.
FREWIN & Co.,
Agents.
tf 603 Swatow, 15th April, 1873.

THE CEBU COAL COMPANY, LIMITED.

CAPITAL $140,000 in 1,400 Shares of $100 each, $10 payable on allotment, and the remainder in monthly instalments of $10 each.
(759 Shares have already been subscribed.)

THIS Company is now being formed in Manila to purchase and work the rich coal mines known as the "Purrisima Concepcion" and "Principe Alfonso" in the Island of Cebu, one of the Philippines, under the auspices of the following Merchants:—
J. J. INCHAUSTI, of Messrs. Inchausti & Co.
FRANCO. REYES, of Messrs. Reyes & Co.
JONATHAN RUSSEL, of Messrs. Russell & Sturgis.
GEORGE H. PIERCE, of Messrs. Peel, Hubbell & Co.
ANTONIO DE AYALA.
JUAN JOSE MARCAIDA.
ZOYLO T. DE ADELCOA.
Prospectuses and forms of application, or any other particular, can be obtained from the undersigned.
REMEDIOS & Co.,
Agents.
1m 904 Hongkong, 6th June, 1873.

IMPERIAL FIRE INSURANCE COMPANY.

FROM this date until further notice, a *Return* of Twenty per cent. (20%) will be made, on the Premium charged on all Insurances effected with this Office; such Return being payable on the issue of the Policy.
GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.
tf 1159 Hongkong, 24th June, 1872.

OCEAN MARINE INSURANCE COMPANY, LONDON.
INCORPORATED 1859.
CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.
AUGUSTINE HEARD & Co.
tf 1351 Hongkong, 7th June, 1867.

NOTICE.

ROYAL INSURANCE COMPANY.

THE annual rates for Fire Insurance on the various classes of Buildings and their contents will remain as follows until further notice, viz:—
Detached and semi-detached Dwelling Houses (removed from the town) and their contents. } ¼ per cent.
Other Dwelling Houses (similarly situated) and their contents } ¼ per cent.
Offices and Godowns and their contents. } ¼ per cent.
Other Risks by Special arrangement.
The following rates will be charged for SHORT PERIOD Policies:—
Not exceeding 10 days ⅛ per cent.
Not exceeding..... 1 month ¼ per cent.
Above 1 month, and not exceeding..... } 3 " ¼ "
Above 3 months, and not exceeding..... } 6 " ½ "
Above 6 months, the full annual rate of 1 "
ROBT. S. WALKER & Co.,
Agents, Royal Insurance Company.
tf 1763 Hongkong, 13th September 1869.

Intimations.

NOTICE.

UNION INSURANCE SOCIETY OF CANTON.

THE present term of the above named Society, 1871-1873, determines on the 31st December next.
A General MEETING of the Shareholders will be held at the Society's Offices on TUESDAY, the 1st July next, at 3 o'clock P.M., for the purpose of electing a Provisional Committee, who shall frame the Articles of Association, allot the Shares, and, generally, make all the arrangements necessary for the renewal of the Society.
Applications for Shares will in the meantime be received at the Society's Office from and after the 15th instant from Shareholders and others desirous of holding Shares in the new Society.
When a sufficient number of applications has been received and the Shares have been allotted by the Provisional Committee, a general meeting of the then Shareholders will be summoned to elect their own Directors, who will also undertake the conduct of the present Society for the purpose of winding up its business.
It is proposed to increase the number of Shares to 500 of $2,500 each, with $500 paid up, instead of 250 Shares of $5,000 each, with $1,000 paid up.
It is likewise proposed to alter the Articles of Association, so as to provide for a continuous re-allotment of the Shares, by a Board of Directors, at the close of each financial year, in order to avoid the great inconvenience attendant upon re-forming the Society at the end of every three years, and likewise to enable the Directors to declare dividends yearly, or as often as the profits of the Society will permit of it.
Forms of Application for Shares, as subjoined, will be obtainable from the Secretary of the Society on and after the 15th instant, and also from the Society's Agents at the various ports.
By order of the Board of Directors,
N. J. EDE,
Secretary.
Hongkong, 9th June, 1873.

To the Provisional Committee of the UNION INSURANCE SOCIETY OF CANTON.
GENTLEMEN,—
I hereby request that you will allot to ..... Shares in the above Society, and ..... agree to accept such Shares or any less number you may allot to....., and ..... agree to pay the First Call of Five Hundred Dollars per Share, and all subsequent Calls, and to subscribe the Articles of Association when called upon to do so.
Gentlemen,
Your obedient Servant
Name.....
Address.....
3m 910]

HONGKONG AND CHINA GAS COMPANY, LIMITED.

NOTICE.

THE Transfer Books of the Company will be CLOSED from the 21st instant to 5th proximo, both days included.
A. NEWTON,
Manager.
2d 933 Hongkong, 12th June, 1873.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

NOTICE.

THE Transfer Books of this Company will be CLOSED from the 16th to the 30th June proximo, both days inclusive.
By order,
AUGUSTINE HEARD & Co.,
Secretaries.
1m 875 Hongkong, 31st May, 1873.

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE Transfer Books of the Company will be CLOSED from the 16th instant to the 30th instant, both days inclusive.
JAS. B. COUGHTRIE,
Secretary.
1m 874 Hongkong, 2nd June, 1873

BONNETT & Co.

ARE now SELLING OFF from this date at
ENGLISH PRICES,
the whole of their STOCK, consisting of SILK MERCERY, MILLINERY, DRAPERY, HOSIERY, STATIONERY, PERFUMERY, SADDLERY, TOYS, UMBRELLAS, and a variety of other GOODS.
1m 820 Hongkong, 25th April, 1873.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Sole Agent on the Pacific Coast for:
Winchester Repeating Arms and Ammunition, Du Pont's Blasting and Sporting Powder, Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 721 May 8

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned are now prepared to grant, on behalf of the above Company, Policies against Fire on First-class Buildings, to an extent of $10,000.
A discount of Twenty per cent. (20%) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.
RUSSELL & Co.,
Agents.
1y 15 Hongkong, 1st January, 1873.

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—
Not exceeding Ten days ⅛ of the annual rate
Not exceeding 1 month ¼ of the annual rate
Above 1 month, and not exceeding..... } 3 " ¼ do. do.
Above 3 months and not exceeding..... } 6 " ½ do. do.
Above 6 months the full annual rate.
GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.
tf 675 Hongkong, 13th August, 1869.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery; this Cargo has been landed and stored at their risk and expense.
No fire insurance has been effected.
C. BERTRAND,
Principal Agent.
Ex S. S. "Ava," 10th April, 1872.
GB&C or TFB 1 and 2, 2 cases Merchandise.
Ex "Tigre," 29th March, 1873.
No mark ... ... 1 case.
Ex "Hoogly," 13th March, 1873.
No mark ... ... 1 basket Iron Chain.
Ex "Pei ho," 18th May, 1873.
Nicaise ... ... 1 case Effects.
RS&Co. ... ... 1 parcel Samples.
Ex "Ava," from Shanghai.
O in diamond ... ... 11 bales Cotton.
Ex "Nil," 29th May, 1873.
AF... ... ...131 bags Raisins.
Ex "Iracouddy," 29th May, 1873.
PHF ... ... 7 bales Vermicelli,
Hongkong, 3rd June, 1873.

Intimations.

FOR SHANGHAI *(Direct.)*

THE British Steamer
"JAPAN,"
Captain H. de Smidt, will meet with quick despatch for the above port.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.
tf 949 Hongkong, 16th June, 1873.

TO LET.

With immediate possession.

THE OFFICES, Compradore's PREMISES, &c., situated over the office of the undersigned, and at present in the occupation of Messrs. JARDINE, MATHESON & Co.
Apply to
THE BORNEO CO., LIMITED,
No. 39, Queen's Road Central.
tf 950 Hongkong, 16th June, 1873.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.
OLYPHANT & Co.,
General Agents.
tf 951 Hongkong, 17th April, 1873.

SEALED TENDERS will be received by the undersigned until noon of FRIDAY, the 20th instant, for the reconstruction of a storehouse at H. M.'s Naval Yard, Hongkong.
Tenders to be addressed to the Naval Storekeeper, and endorsed "Tender of Buildings."
Plans and specifications can be seen, and further information obtained, on application.
J. BREMNER,
Naval Storekeeper.
Naval Yard,
Hongkong 10th June, 1873. [11d 925

HONG

"THE CHRONICLE AND DIRECTORY"
For 1873.

NOW READY.

THIS Work, now in the ELEVENTH year of its existence, is ready for delivery.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1873" has been further augmented by a

CHROMO-LITHOGRAPH
OF THE
FOREIGN SETTLEMENTS OF SHANGHAI,
in addition to a Chromo-Lithograph Plate of the
NEW CODE OF SIGNALS IN USE AT THE PEAK;
also of
THE VARIOUS HOUSE FLAGS
(*Designed expressly for this Work*)
MAPS OF HONGKONG, JAPAN, and of the
THE COAST OF CHINA;

besides other local information and statistics corrected to date of publication, tending to make this work in every way suitable for Public, Mercantile, and General Offices.

The Directory is published in Two Forms, Complete at $5; or with the Lists of Residents, Port Directories, Maps, &c., at $3.

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" ..... " KELLY & Co.
Hankow and River Ports. " HALL & HOLTZ and KELLY & Co., Shanghai.
Nagasaki.....THE C. & J. TRADING CO.
Hiogo, Osaka....THE C. & J. TRADING CO.
Yokohama.....Messrs. LANE, CRAWFORD & Co.
" .....Mr. E. J. MOSS, *Japan Gazette* Office.
Manila.....Messrs. J. DE LOYZAGA & Co.
Saigon..... " M. RIBEIRO & Co.
Singapore.....*Straits Times* Office.
Calcutta.....*Englishman* Office.
London.....Mr. F. ALGAR, Clement's Lane.
" .....GEO. STREET, 30, Cornhill.
" .....Messrs. TRÜBNER & Co.
" ..... " BATES, HENDY & Co.
San Francisco, Mr. L. P. FISHER, 21, Merchants' Exchange.
New York.....Messrs. S. M. PETTENGILL & Co. 37, Park Row.
Chefoo and Newchwang. " HALL & HOLTZ and KELLY & Co., Shanghai
Tientsin and Peking..... " HALL & HOLTZ and KELLY & Co., Shanghai.

The Daily Press.

HONGKONG, JUNE 16TH, 1873.

THE investigation into the loss of the *Drummond Castle* does not present any novel features, and calls for notice chiefly on account of the severe sentence which was passed upon the Captain. It is now so common an occurrence for a steamer to be lost in the best known parts of the China coast and under circumstances which in no way justify a catastrophe that, on the receipt of news of such an accident, the only question asked is as to the safety of the crew—for the rest but little interest is felt, except in a directly financial point of view, in the oft-told story of fine vessels wantonly thrown away. In this respect, the loss of the *Drummond Castle* was on all fours with a large number of previous calamities. There was indeed a perfect simplicity about the whole proceeding which must have been very satisfactory to the Naval Court, as enabling them to come with comparative ease to their decision. The steamer was simply being driven at from 10 to 11 knots through a difficult channel, and in a thick fog, without the use of the lead; and, after a by no means unreasonably long interval, struck and sank. Having lodged his vessel, the Captain appears to have behaved with commendable presence of mind, and to have got off the crew with great success during the short time there was before the steamer sank in deep water. The second mate, however, chose to go off from the ship before receiving orders, and was sentenced by the Court to a suspension of his certificate for six months for unseamanlike conduct, and the Captain himself had his certificate suspended for twelve months for reckless navigation. Such is the brief and edifying history of the loss of one of the finest steamers which ever ran on this coast. We believe that few will disagree with the sentences passed either on the mate or on the captain. For the former, some little excuse can be pleaded, inasmuch as a wrongful act done under the excitement of difficult circumstances cannot be looked upon with the same severity as one which is committed in cold blood under normal circumstances. The latter was the case with the Captain. He knew perfectly well where he was, and could not be unaware of the risk he was incurring. No doubt, as in too many such cases, he was buoyed up with false ideas of the accuracy of his knowledge of his whereabouts; but experience fully proves that such knowledge is not to be relied upon, and that there is every probability of danger if any of the ordinary precautions be neglected. It would be trite to enlarge upon the detrimental results of the desire to make short cuts and quick passages, which actuates the masters of vessels in the present day, and which doubtless had much to do with the late deplorable disaster. We would, however, only suggest that, had there been a loss of life resulting from the wreck of the *Drummond Castle*, the master would assuredly have been amenable to a charge of manslaughter, and we doubt if he would have had much sympathy if such had been brought against him. But there ought to be an effectual punishment for the wanton loss of vessels under all circumstances, and this fact is recognised in the rule respecting the suspension of certificates. Unfortunately, however, this is not sufficiently deterrent, as owners will often reinstate masters who meet with disasters in attempts to make fast passages, the ability to do so at times being set by them against the chance of occasional disaster. It would be well if the law went so far, therefore, as to touch the owners as well as the masters, and to inflict fine or other punishment upon such owners as are, by the kind of instructions which they give to their masters, accessories before the fact. It would no doubt be difficult to enforce a law of the kind, but the bare fact of its existence would go far towards inducing something like reasonable caution on the part of owners, who might at any time become liable, if it were found that any instructions they had given induced the want of caution on the part of the master which led to the disaster. Matters have gone so far now that it is clear the legislature should step in, and the strong feeling which has recently been evoked at home in respect to other abuses connected with the Mercantile Marine, would make the present time suitable for the introduction of some such deterrent measure, as is evidently most urgently required.

The steamer *Glaucus* arrived at Shanghai on the 13th instant.

The meeting of the Pier and Godown Company, on Saturday, was adjourned, in consequence of there not being sufficient shareholders present to constitute a quorum.

LATE TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

LONDON, 11th June, 1873.

In the French Assembly, M. Gambetta read a secret ministerial circular, aiming at the subsidising of the Provincial Press. This caused great sensation; but nevertheless a vote was passed supporting the Government.

At Ascot, the Prince of Wales Stakes was won by Kaiser; Gang Forward, second; and Cambut, third.

It is stated that Prince Bismark will not interfere with the Papal election.

LONDON, 12th June.

Mr. Arthur Davenport is gazetted Vice-Consul at Canton, vice Gregory, appointed Consul at Swatow.

The Ascot Cup was won by Cremorne, Flageolet, second; Revigny, third.

The Russian vanguard have defeated 3,500 Khivans at Amoodoria, without loss.

The Empress Eugenie has gone to the Continent.

M. Thiers has retired into private life.

Hongkong, 14th June, 1873.

MRS. LEWIS' BENEFIT.

Mrs. Lewis gave her benefit on Saturday night at the City Hall Theatre, under the patronage of Lady Kennedy and the ladies of Hongkong. The piece selected was the amusing comedy "London Assurance," and was excellently performed throughout. The house was well filled, and the band of the 80th Regiment were present, and added much to the entertainment.

The part which Mrs. Lewis took was that of Lady Gay Spanker, and she gave an excellent personification of the frank, hunting country lady. Her description of the run across country was admirable, and elicited the warmest applause from the whole house, and in the scene in which she eggs on Sir Harcourt Courtly to pay his addresses to her, and finally says she cannot think of going away with him without her pet greyhound, was a really fine piece of serio-comic acting. In fact, it was evident that Mrs. Lewis had selected for her benefit-night one of her best characters, and she displayed her varied talents to perhaps more advantage than on any previous occasion, and fully established her title to be considered a highly accomplished actress. In pourtraying the character of Lady Guy Spunker, she was very happy in striking the keynote of the piece in the demonstration of the triumph of the simplicity of the country over the arts and false refinement of the city. Although for a frolic she enters in Sir Harcourt's scheme for an elopement, it is clear that it is only her pure heart and simple mind which enable her to overcome his entreaties and his persuasive eloquence. Miss Nye, as Grace Harkaway, acted with much vivacity and *good* taste, and showed her annoyance when, after all her tacit attempts to induce him to propose, Charles will obstinately believe that she has refused him, with much humour and cleverness. Meddle, the petty-fogging attorney, was excellently pourtrayed by Mr. Taylor. His get-up and his whole performance were comical in the extreme, and the absurd consequentiality which he threw into the part kept the house in a roar of laughter. His anxiety to get cases, even if they were only claims for being himself slandered and kicked, was evidently appreciated by the audience, and the naive manner in which he told poor Dolly of the enormous claim he would have in consequence of his wife eloping, was one of the most amusing pieces of *bouffe* acting conceivable. Sir Harcourt Courtly was well rendered by Mr. Geo. Anderson. The part is rather a difficult one to give thoroughly, as it is ostensibly an exaggeration; but Mr. Anderson threw a great deal of life into it, and on the whole succeeded in the rather delicate task of suggesting with force, to the mind of the audience, the real character of which that in the piece was but an abstract representation. Dolly, in which Mr. Siwel, one of our popular amateurs, appeared, was given excellently. He was the good-natured little fox-hunting husband to a point, and strutted with appropriate self-importance when he is at last put up by Dazzel to asserting his authority as Lady Gay Spanker's lord and master. The chief of the male characters was of course Dazzel, which Mr. Chas Herberte gave with his well known talent. He was the leading element of the "London Assurance," and gave a capital personification of the happy-go-lucky City Bohemian. Mr. Leonard, as Charles Courtly, acted very well, especially in the latter part of the piece, when he comes in as the mild and dutiful son, in marked contrast to the fast life of the earlier part. Miss Rogers, as Pert, acted capitally in the scene where she gives the lawyer a piece of her mind; and Mr. Andrews presented the bluff country gentleman in Max Harkaway with much effect.

The performance was evidently very highly appreciated throughout, and will leave a most favourable impression of this talented troupe. At the conclusion, Mrs. Lewis was loudly called for, and coming before the curtain with Mr. Lewis, she delivered in a very pleasing manner a short address, in which she said she had experienced great pleasure in coming back to Hongkong, of which she had a pleasing recollection from the kind manner she had been received many years back. That recollection was now increased in pleasantness by the many favours she had received on her present visit, and she assured the audience that the kindness of the public here would long be impressed upon her mind, and that she would always look back upon this period of her career with pleasure. In conclusion, she had only to wish them a hearty but regretful farewell. The address was received with loud and continued applause.

The *Cologne Gazette* states that as many as 28 gold mines have been recently opened in Eastern Siberia, all of which promise to be worked with profit.

The island of Ceylon abounds in vegetable curiosities, not the least singular of which is a tree called "Eve's apple-tree." The colour of the fruit is very striking and beautiful, being orange on the outside and deep crimson within, and it presents the appearance of having had a *piece bitten out of it*. It is also a deadly poison. These two facts have caused it to receive the name of "forbidden fruit," or "Eve's apple-tree." The Mahommedans considered Ceylon as the site of Paradise.

SUPREME COURT.

June 14th.

BEFORE THE HON. H. J. BALL

And a common jury, consisting of Messrs. Geo. McBain, Geo. MacLeod, A. Millar, V. A. Plasay, L. Mendel, H. M. Lembke, and W. H. Notley.

LEONG-A-HANG *v.* GRANVILLE SHARP.

His Lordship summed up to the jury. He said that they had to determine the amount of damages, which should be awarded us, on one count, the verdict must necessarily be against the defendant. He laid down that the plaintiff was debarred from saying he was not a tenant, in face of the acknowledgements he had made; secondly, that the jury could not conclude that the notice given by defendant that he would charge $50 a month constituted an agreement on the part of the plaintiff to do so; and, lastly, that they would not be justified in assuming that there was any agreement for more than $10 a month, unless they found some other agreement. His Lordship then noticed the minor counts, and read through the evidence in the usual form. He put the case finally to the jury to decide on the questions, first, was there a tenancy at a fixed rent other than at the $10, and if so at what rent? Was there an excessive distress? Was the sum realized for the goods materially under their real value? Fourthly, to give damages for the value of the goods, less the rent due.

The jury found a verdict for plaintiff, damages $1,220. They valued the boat $1,200, and the timber, &c., at $150, and deducted $130 for 13 months' rent at $10.

SUPREME COURT NOTICE.

Monday, 16th June, 1873.

Before the Hon. H. J. BALL and a Special Jury, at 10 a.m.

Wilkinson v. Norton and another.—Trial.

POLICE INTELLIGENCE.

June 14th.

BEFORE THE HON. C. MAY.

HONEST SERVANTS.

Mr. William Dolan charged his foreman sail-maker, Leong-a-long; also Wong-chow-foo, another sail-maker, and Lee-a-kwong, a coolie in Messrs. Frickel & Co.'s store, the first with stealing two bolts of canvas, and the other two defendants with being in collusion with him.

Mr. Dolan said he received information that on the morning of the 10th, whilst he was away at breakfast, that two bolts of canvas had been taken away out of his premises, from the sail loft. The first defendant had been in his employ for eleven years, and was the man mentioned by his informant who took the canvas; the second defendant was working in the loft at the time, and must have seen it; the third defendant went there with a note, just at the time, and he also must have seen the act; strange to say, on the third defendant, who is a boy on only $5 per month, when searched at the station, $15 in notes and a silver watch were found. The first defendant had acknowledged he took them, and asked the amount to be deducted out of his wages, as he could not recover the two bolts of canvas again.

Lee-a-foo, a sailmaker, employed by Mr. Dolan, declared, said on Wednesday morning he saw the first defendant take two bolts of canvas from his master's loft, and take them away; first defendant is the head man in the place, and when he saw this he informed his master.

This witness was commended for his honesty and faithfulness.

First defendant denied any knowledge of the two bolts of canvas; denied that he had taken the canvas.

Second defendant said he never saw the first defendant take the canvas.

First defendant was remanded to Wednesday, and the other two defendants were discharged.

A BRUTAL MOTHER.

Captain G. U. Sands charged a boatman named Leung-a-yow, and his wife, with brutally illusing a young girl, eight years of age.

Complainant said at 9 a.m. on the 13th instant he was on board the *Kiukiang*, when he saw the woman had the child's hands tied up cross ways by lashings to the mast, and suspended up three feet from the deck, and she was beating her unmercifully; the first defendant was sitting down looking on. He called out to the woman to desist, but she took no notice; the pilot and others on board called out, and eventually she desisted, and he called them on shore, but they would not come, and made to go away, but he sent a boat after them, and they seeing that they could not get away, came and gave themselves up; he then gave them into custody. He was sorry since that he gave them into custody, as after this it may be the means of their further illusing the child. It was one of the most brutal cases of child beating he had ever seen. Her wrists were swollen and black from the tying.

First defendant said that he did not beat the child, but the mother chastised her because she was so dirty, and refused to change her clothes.

The mother said she had chastised the child for this, but did not beat the girl.

First defendant was ordered to find security in one householder in $50, for 12 months. The second defendant was sent to seven days' hard labor.

A FIGHT.

Two boatmen, named Ip-yee-kwai and Chon-chee-moey, were charged by P. C. 532, with fighting and creating a disturbance in Wellington-street.

Complainant said that on the 13th instant he found the defendants fighting about money matters, and he took them to the station, but as it did not amount to much, and defendants promised to go about their business quietly, they were let go. They had not got further than Wellington-street when they again commenced to fight; he then brought them up again.

First defendant said the second defendant beat him about money matters, because the Inspector said he had nothing to do with Chung-chow, the place when the money was loaned.

Second defendant said first defendant borrowed $50 from him at Chung-chow, and he went to collect it, but could never see him. Having met him in the street, he asked for it, when first defendant beat him for asking him.

Defendants were each fined in the sum of $1, in default, three days' hard labor.

ANOTHER FIGHT.

Wong-a-hoi, master of a chandler's shop at Yow-mah-tee, and a coolie named Chun-a-kow, employed in his shop, were charged by P.C. 483 with having a desperate fight outside their shop, throwing the furniture of the shop at each other, whereby they got their ears cut through, teeth knocked out, and heads cut open.

First defendant said his coolie gave him insolence, and because he remonstrated, the coolie threw a stool at him, and he then caught hold of him.

Second defendant said the stool was thrown at him.

First defendant was fined in the sum of $2, and the second defendant was fined $1.

A CUT THROAT.

Cheong-a-see, a native of Wai-chow, was charged by P.C. No. 27, with attempting to cut his throat on the 24th inst.

Complainant said that he knew nothing of the case, the defendant was simply given into his custody.

Inspector Strond said the defendant was the cook of the Danish bark *Fyen*. The captain of her said he had told the defendant he was going to discharge him, and on the day he was to leave the ship defendant cut his own throat, with the knife produced. The captain said he had been a little insane for sometime, and for this reason he was going to discharge him. As soon as defendant was given into his custody, he sent him to the Government Civil Hospital, and that same morning the Danish bark *Fyen* sailed.

The defendant said he had no friends in Hongkong; he did not cut his own throat willfully, he fell down, and it was done by accident.

Mr. May.—If I let you go, you will be falling down and cutting your throat again.

Defendant said he did not think he would be doing that, he intended going to his native place.

Defendant was ordered to find security in $50, for twelve months.

BROACHING CARGO.

Mr. McClellan, Inspector of junks, attached to the Harbor Master's department, charged Yip-a-peng, Chun-a-ling, and Chun-a-kum, boatmen belonging to No. 256, second class cargo boat, also Low-a-chum, a tally man employed by Mr. Mody, and Lee-a-hop, mistress of the cargo boat, as follows:

Complainant said on the 13th instant in his usual rounds in the harbor, he came alongside the defendants' cargo boat, suddenly, just as it was rounding the pier of the Pier and Godown Company. The first and second defendants were at the sculls, and directly he was observed by them coming, they said something, and immediately a man (not any of the defendants) came out of the hold and rushed to one of the sculls. This raised his suspicion, when he went on board, and saw the bags of saltpetre in the boat, piled up from the after bulkhead, and all the bags had been cut and bled, and sewed up again. There were beside the bags in the hold a packing needle, some twine, and a knife. He then looked down the after hatchway, which was closed and there in the after stern sheets he saw three bags of saltpetre, done up in different bags to the cargo, two tubs, and a large iron bucket filled with saltpetre, also the third and fifth defendants there. By this time the cargo boat man had sculled the boat into Mr. Mody's pier, and they immediately threw a walking plank on shore to carry the cargo on. Two of the men in her rushed across, and one ran east and one west along the Praya, and he ran forward to prevent the rest, and tried to catch the other two, but the latter got away. He then went aft to get up the third and fifth defendants out of the rudder compartment, and found they had thrown two of the three bags out through the stern port hole, and the third defendant was trying to put the other bag out. A hole had been made in the stern to allow the water in, and into this water the tubs and bucket of saltpetre had been thrown, and the fifth defendant was trying to scuttle the cargo-boat by cutting a hole through the partition which divided the hold from the after compartment. Had she succeeded, a few minutes would have sunk the cargo-boat, as she was loaded down almost to the gunwale with saltpetre, and the cargo would have been lost. The fourth defendant, Mr. Mody's tally man, was sitting down on the high poop of the cargo-boat, overlooking the cargo, and could see what was going on in the hold of the boat, and also the after compartment. There was no hole through the after bulkhead through which the saltpetre could be passed; it must have been gone over the top and down the hatchway, past the tally man. He could not conceive any honest reason why the bags in the hold should be piled up, save for easy access to the bags to be bled.

The case was then remanded till the 18th, for the production of the master of the boat by his securities.

A CHINESE VIEW OF AFFAIRS.

Chinese Lukong No. 584, summoned Fong-a-fook, a house coolie at Jardine's Bazaar, for burning Joss paper in the public streets, to the danger of the surrounding buildings.

Complainant stated that on the 12th instant he observed a woman burning Joss paper in front of defendant's house; he cautioned her, and she replied he was not a foreigner, but a Chinaman, and if he was sick he would burn Joss paper also.

Defendant had nothing to say, and was fined in the sum of $5.

KIDNAPPING.

The case in which a native of Woo-tung-poey, a town in the Chew-chow district, named Wong-wing-fat, charged another native of the same town, named Ng-a-sam, with assisting another man named Lum sing-tuk to kidnap him away from his native place, with the intention of selling him at Macao, came on again on Saturday, having been remanded from the 7th instant, with a view of getting hold of Lum-sing-tuk. This individual has not been found yet, but the Tung-wa Hospital detectives, who have been called into the case, were sanguine of getting him, and the case was again remanded for a week.

MARINE MAGISTRATE'S COURT.

June 14th.

BEFORE H. G. THOMSETT, Esq., R.N.

THE "DANUBE."

A. Clanchy, chief mate of the British steamer *Danube*, charged Frederick Wajart, a seaman on board, with going on shore without leave.

Complainant, sworn, stated he is chief officer of the British steamer *Danube*; defendant is on the articles. On the 13th instant defendant went on shore without leave, and on seeing him on shore and ordering him on board, he refused to go.

Defendant said complainant saw him take his chest on shore, and said nothing to him about it, therefore he would not go on board, or go back in the ship.

Ordered to go on board, and was sent accordingly on board his ship.

THE "FLINTSHIRE."

John Sturrock, master of the British steamer *Flintshire*, charged two firemen, named John Gardner and John Thomson, the first with getting drunk and disorderly, and the second with interfering with his chief officer in maintaining order.

Complainant said he is master of the British steamer *Flintshire*; the defendants were on the articles. On the 7th inst., in the Saigon River, the first defendant was drunk and refused duty; and he gave orders that he should be put in irons if he was not quiet. He then went on shore about his business; when he came back he found defendant had an iron on one hand, he had broken the other. He ordered him forward.

Mr. Speeding, sworn, stated he is the chief mate of the British steamer *Flintshire*. On the 7th instant the chief engineer reported the first defendant to the captain for being drunk and refusing duty. The captain reproved him, and ordered him forward. After the Captain went on shore, first defendant refused to go forward, and became insolent to him, and threatened him, so that he had to put him in irons. He was very violent; he kicked him on the legs, and kicked some of the other officers, but after a great deal of difficulty he was secured. The second defendant interfered, and tried to prevent him putting first defendant into irons. Second defendant was very violent and abusive to him, and said he would not obey his orders.

First defendant, in his defence, said he was drunk.

Second defendant said he interfered because the chief-mate took up a maul, and threatened to strike the first defendant with it.

First defendant was sent to 10 days' hard labor, and second to four days' hard labor.

INQUEST.

An inquest was held at the Government Civil Hospital before the Hon. C. May, acting coroner, and a jury consisting of Messrs. J. Quin, J. M. Guedes, and Carl Christian, on the 14th instant, at 3 p.m., on the body of a Chinese male named Chun-he-shing, who fell by accident from a scaffold.

Dr. Wharry, superintendent of the Government Civil Hospital, stated the deceased was brought to the hospital a little after 4 p.m. on the 13th instant, suffering from concussion of the brain and fracture of the right arm. Deceased remained insensible until his death, which took place an hour after admission, evidently from the concussion. There was no external mark of violence.

Chun-a-kum, declared, stated he has seen the body of deceased, and recognises it as that of Chun-he-shing, 22 years of age; he was his brother, and like himself, he was a bricklayer. The last time he saw him alive was at Wanchi, at work opposite the station, at 3 o'clock. Witness was on the works, but was not present at the time of the accident.

Thomas McConvel, P.C. No. 26, sworn, stated he was stationed at No. 2 Police-station. About 4 p.m. of the 13th inst. he was in his room in the station. On the opposite side of the road there were three Chinese houses which have been in course of erection, and to all appearance were finished, but the scaffolding was still standing. The deceased he observed was on a binding bamboo, the end of which was entered into a hole where a brick had been left out, and deceased was leaning over another above him, which was made of wood, to reach some clothing at the end, five feet distant, when the pole on which he leaned for support whilst he walked on the other, gave way, the end having come out of the hole in the wall, and deceased fell 17 feet. He himself being lame, on crutches, did not get down soon enough to see him placed in the ambulance, as one was taken from the station at once. Deceased appeared insensible.

Ng-a-foong, a married woman, residing near the No. 2 Station, declared, said she lived next door to the new houses, where the scaffolding was erected. Between 3 and 4 o'clock p.m. she was near the hydrant with her grandson, opposite the new houses, when she saw the deceased alone on the scaffolding, when a support gave way, and deceased accidentally fell to the ground.

The jury returned a verdict of "accidental death," and recommended that the contractor be warned to be more cautious in his erection of scaffoldings.

A remarkable engineering feat is in progress—viz., the crossing of the Andes by the Lima and Oroya Railway. The mountains will be tunnelled at 15,500 feet high, the tunnel being 3,000 feet long. The workmen are Chilos Indians, no other men being capable of enduring the rarified atmosphere.

LOSS OF THE "DRUMMOND CASTLE."

(*N. C. Daily News.*)

June 6th.

The Court re-opened this morning at 10 o'clock.

Addressing the Captain, the President asked what was the rate of freight for which the cargo of the *Drummond Castle* was being carried to England?

Captain McRitchie replied, £5 per ton of 40 feet.

The President.—There were no conditions for increased rate for less time?

Captain McRitchie.—No.

The President.—Had you any instructions from your owners to press the voyage?

Captain McRitchie.—No.

Thomas Weatherstone said.—I am the 2nd mate of the late *Drummond Castle*, and hold a master's certificate. I don't know the number, the certificate went down in the ship. I was on the bridge at the time of the accident. I went on deck a few minutes past 12 o'clock on Saturday morning, the 31st ult. The weather was a little hazy, but not very, as I could see Gutzlaff light quite plainly, and that was about 5 miles off. The Captain was on the bridge at that time. The 3rd officer gave me the course,—S. S. E. After I had been on deck a few minutes the Captain told me to keep a good lookout for land. He was looking out for land on the port side and told me to look out for a little island I should see on the starboard side. I sighted that island after I had been on deck some time, and reported it to the Captain. I think he said "All right, that's the Island," or something to that effect. A few minutes after that, he went down into the chart room, telling me before he left to keep a good lookout for land. He wasn't away more than a few minutes at one time. Shortly afterwards, we sighted another island on the port side. When we got abreast of it, the Captain took out his watch and told me to log "Morrison's Island, 1 o'clock, southend." About that time he hauled the ship up a point, I think S.E. by S. It was nearly 2 o'clock before we got to S.E. again. Before he ordered her to S.E. he went down to his chart room. At two o'clock I hove the log, and the wheel was relieved. In the meantime the weather had come over more foggy than it was when I came on deck. The fog was not steady, but lifted occasionally, and we could see the stars. Once or twice the captain had to speak to the man at the wheel about not keeping the ship in her proper course. They ran her rather southerly, sometimes as much as a ½ or ¾ of a point. The man steering remarked that he had never known the ship to steer so widely as she did then, and said it must be the current catching her. All this time the captain was on the bridge looking out, mostly on the port side. I was on the starboard side. About 2.20 a.m. it was more foggy than it had been since I had been on deck, and all at once I caught sight of a sailing junk just ahead of us. I directly ordered the steersman to put the helm hard to starboard, and I went and helped him. We just cleared the junk. After that the captain went over to the starboard side, and I took the port side, and walked to and fro on the bridge. The captain remained leaning on the starboard rail, looking out. About 2.40 a.m. (I could not tell the time exactly, as the bells were not struck that watch,) the lookout reported land on the starboard bow. The captain was still leaning on the rail. At the same instant I had caught sight of it, and was about to report it to the captain, when the lookout did so. The captain said, "All right, I see it." When the captain made this remark, I took no further notice of it, thinking from the position of the land that the ship would clear it; and I continued to walk to and fro on the bridge. Just as I returned to the wheel the first time, the Captain called out "hard a starboard," speaking very quickly. I immediately got hold of the wheel, and we all heaved the wheel down; assisted by the Captain also. The ship was a long while obeying her helm. I noticed it by the ship's compass after we had got the helm hard down,—she had not come round more than 2 points as far as I can recollect. The Captain made the remark to me "Is the helm hard over?" and I replied it was. About two minutes after that the ship struck. She appeared to me to strike on her starboard bow, something under water, and seemed to run along on it, for about 30 or 40 feet. I could hear the crash quite plainly. She gave a heel over to port at the same time. As soon as she struck, I asked the captain if I should clear away the boats. The captain said, "Call the carpenter, and sound the pumps," speaking quite coolly. I immediately went down to the carpenter, and found him just turning out of his berth. I told him to sound the pumps, as the ship had struck. I then went into my own room, where the 3rd mate was, to call him. I found him putting his clothes on. I then went round to the chief officer's room to call him, but found he had already turned out. Then I went and called the chief engineer, whose berth was on the port side. As I came along the deck towards the bridge I met several of the men; and I heard the captain say something about sounding the ship. I also heard the men telling the captain that the water was already coming up the ventilators. After I had told the carpenter to turn out, I ordered the boatswain to clear away the boat,—the port amidship boat, I think, but I am not sure that I named any particular boat. The captain at same time gave a general order to clear away the boats. I immediately went to the port waist boat, and we cleared her away and swung her out. As soon as we had done so, I went with some of the hands and cleared away the starboard waist boat. I found that the chief officer was already there, removing the cover. We then swung her out. The captain called out from the bridge, and ordered the boats to be lowered level with the rail. That was the last order I heard him give. While we were clearing away the starboard boat, a lot of the men, I think twenty or more, got into the port boat, and commenced to lower her. Some of them appeared to be carrying bags of clothes. Immediately afterwards I went up on the bridge to clear away the port lifeboat. When I got on the bridge I only noticed one man there besides the captain, a man named Scott, and he was clearing away one of the after gripes. The captain said it was too late to get the lifeboat out then, and ordered us to clear away the port quarter boat. I went aft, and found the 3rd mate there with two or three hands, I had only a small penknife with me, and I commenced to cut away the cover. We cleared her away; I then went to the deck, and found that the port waist boat was gone, either lowered below the rail or had left the ship, I could not see which. As soon as the port quarter boat was ready for lowering, I went over to the starboard waist boat, and found about 18 men in her, just lowering her down. I got hold of the tackle falls, and slid down into her. Just as I got down, the men unhooked the tackles, and her bows commenced to swing off. I got hold of the end of the aft tackle fall, which was hanging down, and gave it to a fireman named Wright, and told him to hold on and keep the boat alongside. He held on it about a minute, but the strength of the tide was so great that he was forced to leave go his hold. We commenced to drift away, and I then told them to get their oars out, and to pull up to the ship, but there was a good deal of confusion in the boat, and they could not do it very quickly. In the meantime she drifted away astern of the ship, and then out more towards the starboard side. The first orders I gave were to bail the water out. After we drifted away from the ship a short distance, we saw another boat drifting. I told the men to pull towards her and see who was in her. When we got there I heard some of the men say there were only three hands in her. I could not see who they were. I then ordered some of the men in my boat to get into her, and about 6 or 7 did so. As soon as we had exchanged, I ordered the crew to pull up to the ship. They pulled up pretty quickly; and as we were approaching her we heard the whistle blowing. I thought that the Captain was summoning for assistance. We pulled up close, and I hailed about 6 times, but got no answer. The ship seemed to hang there so long that I concluded she must be on a rock. Some of the men were of the same opinion, and the cook and a man named Nicholas said if we would get alongside they would not mind going on board. All at once she commenced to go down by the fore end. She did not go down very quickly, but sank gradually. We backed, to keep out of danger. I wanted to pull up to the island, which I could see plainly, but the men, being firemen and unaccustomed to the use of oars, could not pull properly, and, in addition, the rudder was broken, and all at once we seemed to lose sight of the island. At daybreak we sighted it again, and also a junk about half a mile off. We pulled up to her and made fast. We asked the junk man where he was going, and told him we wanted to get to Shanghai. He gave me to understand that he was going to Shanghai and that he would take us there. But instead of doing so he took us across to one of the Saddles, and we remained there till a Shanghai pilot boat came in. I went on board, and made an agreement with the pilot to bring us up to Shanghai, which he said he would do if we gave him $100. This has been paid.

By Lieut. Helby.—When I relieved the deck, we were steering S.S.E. by the steering compass. I did not at that time observe what the course was by the standard compass. I noticed it before I went to note down our course in the log-book by the two compasses, the time being about 1 o'clock. I don't recollect the course by the standard compass, but I think it was half a point to the eastward. The course of the ship by the steering compass was S.S.E., while, by the other compass, it was S.S.E. half E. The ship was going at about 10½ knots at 1 o'clock. About that time the captain remarked to me, she had been 1½ hours going 12 miles. We were near Morrison's Island, and I replied she must have a strong current against her. When land was sighted, where the accident happened, we were steering S.E. by the steering compass. The difference between the two compasses on that point, was half point to the eastward. I looked at the compass directly the helm was put down hard to starboard. When I sighted the land, it was foggy and hazy, and I concluded it was between half and one mile distant. About five minutes elapsed between my sighting the land and the ship striking. Directly after the captain sighted the land, he telegraphed orders to the engine room, but I don't what those orders were. The vessel had been kept at full speed during the whole of my watch. The fog came on gradually, and then it would lift, but you could always have seen land at a distance of from ½ to ¾ mile,—generally about a mile. Soundings were not taken during my watch to my knowledge. It is usual in channels, when in shoal water, to keep the lead going, but not in deep water such as we were in then. It is usual in thick weather to keep the lead going, when nearing land. The captain was always very particular about having the lead all ready when nearing land. I do not know if the lead was ready after the ship struck. The captain did not give me the name of any particular island we might expect to see except Morrison's island, but merely told me I should see land two or three times during my watch. I saw land, according to what he had said. I do not know how far the ship went round when the helm was put hard to the starboard, as I left the bridge. I did not notice how the ship lay until the next day. I only noticed one island, and don't think I could point out, on the chart, where the ship went down. The Captain was very careful and attentive while I was on the bridge. He was smoking a cigar, and did not leave the bridge for more than two or three minutes at a time, and then, I believe, only to look at the chart.

By Captain Hockin.—I take sights at noon, but, as second officer, I have not so much to do with the navigation of the ship as the chief officer. I do not know anything about the error in the compasses; I used to know there was a great difference, but I do not recollect it now. I do not know the deviation on the south-easterly course. I have passed among the islands before, but I did not know Morrison's island when I saw it. The captain told me it was Morrison's island. It was before we passed it, that the captain told me to look out for a small island. I remembered we passed two small islands—one at 2.30 and another at 1.30. When we passed Morrison's Island I should think we could have seen three miles. The tide seemed to catch the ship on the port bow and put her head to the southward. I saw Davis' Island. We went between Davis' Island and another smaller island. I did not see any more land, but after that the lookout man reported land on the port side. I saw none at all on the starboard side. I should never take it upon myself to stop the engine in a fog without first consulting the Captain. Considering the state of the weather, and if the captain was positive of the position of the ship, it is my opinion she was not going too fast.

By Captain Edmonds.—The faster the ship went the better she steered. I left the bridge directly after she struck, and I could not tell what distance she might have gone after the Captain telegraphed to go ahead. Land was in sight five or six times from the time I first came on deck. We saw it sufficiently well to form an idea what distance we were off. I took no bearings myself to see what rate we were going. I did not heave the log myself at 1 o'clock, two of the men did it. The officer of the watch never goes off the bridge.

By the President.—The shock was so great that it struck me the boats would be required directly. I gave the boatswain orders to clear away the boats; I did not hear him receive any other orders either from the captain or anyone else; I heard orders given by the captain to prepare the boats, and for a supply of provisions and water to be put into them. It was a general order; and I directly went down to the steward and told him what to do. I did not hear any orders that no one should leave the ship without instructions. The last order I heard was for the boats to be got down level with the rails. I should say there were 18 men in the starboard waist boat, the boatswain was one of them. I am certain of it, for I put him out into the other boat afterwards. When I went round to the waist boat I did all could to stop the men from shoving off. I put the tackle-fall into one man's hand, and told him to hold on, so that we should remain alongside. The falls were both unhooked, but in holding on by the after fall the tide caught the boat and swung her bows out, and as she came broadside on to the tide he was unable to retain his hold. When I found she was drifting away from the ship, I tried to make them pull back. I can remember some of the names of the men who went away in the boat. There was the boatswain, Joy, Howard, Wright and Norman. I can't recollect any other names. The boat went away from the ship without my orders, in fact they shoved off in opposition to my orders and wishes.

The President.—As an officer of the ship, and knowing her critical position, why did you go away without first communicating with the Captain? A.—When I looked over the side of the ship, and saw the boat being lowered down, I got into her on the spur of the moment I suppose, as I knew the ship was going down fast. Q.—You fancied that she was in such a dangerous position that it was not safe to remain on board longer? A.—I knew she was sinking fast, for she was lying at a great angle, her bows quite down. Q.—Can you tell what time elapsed between the shock and your leaving? A.—I should say 15 minutes at the outside. Q.—What time elapsed between the time you left the ship and when you returned to her, and hailed? A.—Ten minutes about. We did not lose sight of her when we drifted away. When I left the ship, I fancy the captain was on the bridge? I heard him call out, "Save the little boy," and he was then on the port side of the bridge. We might be 300 or 400 yards from the ship when we put some of our men aboard the other boat. When we returned to the ship, I hailed. I did not go alongside, because the men positively refused to row up, as they said the boat would be drawn down. When I put the boatswain into the other boat, I did not give him any orders. I did not see any boat besides the other waist boat. I neither saw nor signalled to any other boat either then or the next morning. I did not see the boatswain's boat again after leaving her. I lost sight of her immediately after putting him and the others aboard. As soon as the ship went down we pulled a short distance away; soon afterwards we lost sight of the islands, and then we ceased pulling. We had lost sight of the wreck, could not tell what direction she lay, and that was why we did not go back to see if we could save anybody who might be clinging to floating spars.

By Lieut. Helby.—I had no conversation with the boatswain. I did not speak to him. The ship's boats were in very fair condition. The starboard lifeboat was slightly started where she had been resting on the chocks. Otherwise she was all right. It was not my duty to call the first mate and chief engineer, but in a case like this I thought it right to call everybody. I considered it a case of life and death.

The President.—Q.—You heard the captain give orders for the boats to be provisioned. Don't you think that under the circumstances of the

terwards get to Shanghai? A.—The *Ping-On* picked us up.

J. Nicholas, A. B., stated—Was at the helm when the ship struck, and she was steering S.E. when I went to the wheel at 2 o'clock. After about half an hour the captain told me to starboard, and just before she struck the helm was hard a-starboard. The ship struck about 4 or 5 minutes after the captain told me to starboard. She did not answer her helm well at that time. When I took charge of the wheel the weather was thick, and was so when the ship struck; it did not clear till daylight.

Robert Wylie stated—I was chief engineer of the *Drummond Castle*, and held a 1st class certificate, which has been lost with the ship.

By Lieut Helby.—When the 3rd engineer went on watch, at 12 p.m. on the 30th May, I was there, and stayed till near 1. I gave him orders to keep up 52 lbs. of steam, which would gave about 55 revolutions. The steam was that at the changing of the watch. That would give the vessel a speed of 10½ to 11 knots. I was in bed when she struck, and got up when I heard the engine bell ring, and went down to the engine-room, but when I got there the engines were stopped. There was then 52lbs. of steam. After I got down I got the order from the captain to go slow ahead. The engines continued doing so till I, being on deck, saw the discharge pipe was filling the port boat, when I think the captain called to stop the engines, and I went below and ordered them to be stopped. They did not move ahead after that. I instructed the 3rd engineer to raise the safety valve and shift the pumps. The safety valves were weighted to 64lbs.

By the President.—Two of the firemen left by the time I got down. Mr. Tod said he could not get them to stay below. I heard orders given on deck about putting water in the boats but not as to provisioning them. I heard orders which led me to understand that no one was to leave the ship without instructions, given, I think, after the first boat left, and with the view of preventing the second from also shoving off.

By Lieut Helby.—I got no special instructions from the captain that night as to steam. I had no orders to press her. I myself intended to put on a little more speed in the morning.

By Captain McRitchie.—Our average pressure on the voyage had been 52, and the highest I have seen her working to, this voyage, 55 lbs. When I said 53 revolutions would drive her 10½ to 11 knots, I mean the ship would go that including the slip—that is, under favourable circumstances.

William J. Pitt stated:—I was boatswain of the *Drummond Castle*. I was asleep at the time she struck, and was aroused by the shock. I jumped out and saw the land distinctly from the door of my berth, on the port bow. I am sure it was the port bow. It was well forward on the bow, and the ship appeared to be close to it. I ran back to my berth and called the other men there, telling them the ship was ashore. I then heard the Captain give the carpenter orders to sound the pumps. I accompanied the carpenter with a lamp, and, as near as I could judge, the line showed seven feet of water. The Captain gave me orders to clear away the boats, which I communicated to the men. I went to the starboard waist boat and cut away the gripes myself, while the chief officer cleared away her falls. I went round to the port waist boat and cut one of her gripes, the other two were gone. I then went on the bridge to cut away the buckets, in obedience to the mate's orders, and I put three in each waist boat, dropping the remainder on the deck for some of the men to pass along to others. By this time the port waist boat was nearly in the water, full of men. I crossed the house, and called Joy and Howard to come with me to the bridge, to assist in easting loose the starboard lifeboat, but was stopped by the Captain, who said we should not have time to do it, and told us to get away in the other boats. With these two men I went and got into the starboard boat, which had just reached the water. The boat was full of men, and I had hardly got my feet on her when she dropped away with the tide. We were soon clear of the ship's stern, and then saw the other waist boat. I hailed it, and finding only three men in it, called to them to come alongside, when five men and myself got into her (witness enumerated the men.) We left 10 and the second mate in the other boat.

By the President—It was not very clear when I went on deck, but I could just see the land. The ship must have struck with a heavy shock, because I had been fast asleep and it roused me up. When I was going to unlock the buckets I got an order, which I forget to mention before, to water the boats. I did not myself perform that duty, but told the men going into them to see there was water in them. I did not see that they attended to this. I did not hear any order that nobody was to leave the ship without instructions. I did not hear that the boats were not to be lowered below the rail. Next morning we found ourselves a mile to leeward of the wreck, and the other waist boat was about 2 miles astern of us. I did not see the quarter boat at all—we did see another boat, which we have since heard was it, but we did not recognise it at the time. One of our men waved a boathook to her, while we were hanging to the wreck, and she did something of the same kind to us. Q.—Did you not tell the Consul when you first arrived that there could not be any other boats alive? A.—I though so at the time. Q.—Did you not say to the Consul and others that the captain was on the bridge when the steamer went down? A.—I don't remember saying so.

By Lieut. Helby.—The 2nd officer was in the boat before me. I had no conversation with him before we saw the other boat, I did not, when I got in, give orders about staying by the ship or try to persuade the men to do so, not till after the crew was divided with the other boat. He then directed us to stick by the ship, and both boats pulled towards it, but before long we lost sight of the other in the fog. Soon after daylight we reached the wreck and made fast. I can't say how long we remained, but we left, because parts of the wreck came up. I obeyed the 2nd mate's order to go back to the ship, till we lost sight of it and the land too, in the fog. The wind was very light that morning; I dont know from what point it blew.

By Capt. Hockin.—We were about 2 miles from the wreck when the *Ping-on* picked us up. I told her captain there was one boat had joined a junk, and that we saw another boat near the wreck which we judged to be a fishing boat, as it did not change its position. We had no glass with which to make it out properly. The captain told us to get away in the other boats, and I understood him to mean at once.

By Captain Edmonds.—We were right off the starboard quarter of the wreck at daylight, the tide setting us in that direction.

By Lieut. Helby.—When the *Ping on* picked us up, she steamed close up to the wreck, and the captain and first officer looked all about their glasses, but did not see anything of the other boats. I should not think we were fast to the wreck more than three quarters of an hour.

By Captain McRitchie.—You did not give me the order about water and to see the steward provision the boats when you stopped me clearing the lifeboat. You did give an order as to water, but not at that time.

By the President.—The captain was on the bridge when I left the ship.

By Lieut. Helby.—I was aware she was making water fast then and going down. We were not leaving the captain to his fate—we were simply obeying his orders. I can't remember any conversation occurring between me and other men in the boat leaving the ship, or, generally, about leaving the ship, nor any conversation at all from the time I got in till I changed to the other boat.

Captain McRitchie, recalled, questioned by the President—What was the nature of the signal made to you by the other boat, in the morning, and how far off was she? A.—She was about ½ mile off to the Sd. and Ed. Something was waved on a boathook. After we replied in the same way, a man in the stern of the other stood up and pointed in the direction they were pulling. They were not too far off to make us out by the naked eye as an English boat. We made *them* out plainly with the naked eye as one of the ship's boats.

J. Mitchell stated—I was carpenter of the *Drummond Castle*.

By the President.—When she struck I received orders to sound the pumps. I found she was making water very rapidly, showing then between 6 and 7 feet. I sounded again, almost immediately, and found between 8 or 9. There was a grating sound and shock which woke me. I left in the Captain's boat.

By Lieut. Helby.—I heard an order to clear away the port quarter boat, which I went. I was not ordered to do so, but I had done all I could, and was ordered to pass things in. The captain was present when I entered it.

[The Judgment has been published previously.]

SHIPPING REPORTS.

(*Continued from the 1st page.*)

The German brig *Sophie* reports left Newchwang on 27th May, had E.N.E. winds, occasionally strong, to Breaker Point; from thence light breezes to arrival.

The British steamship *Canton* reports left Amoy on 13th June, had fine weather throughout the passage.

The American ship *Matchless* reports left Shields on 5th February, had invariably fine weather throughout the whole passage, excepting off the Cape, when got strong Easterly winds, the remainder fine.

The French bark *Esmeralda* reports left Iloilo on 27th May, from thence to lat. 16 N., had strong N.E. winds and high sea, with occasional light S.W. breeze; from thence to arrival variable winds from the S.S.E. to S.S.W., for days on the passage. From Iloilo to 14 N. had strong adverse current.

The British ship *Inverness* reports left Newcastle, N.S.W., on the 24th April, had fine weather to Caroline Islands, when had three to four days heavy squalls and rain, after which had very light airs to outside the Bashee Channel, when got for five days dirty squally weather, after which to arrival, had light S.W. winds and fine weather; spoke the British barque *Deptford* on the 11th June, in lat. 21 N., long. 121 E.; was in company with the British ship *Onward*, bound to Hongkong, outside the Lema Islands.

The American ship *James A. Wright* reports left Cardiff on 3rd February, had very heavy weather in the English Channel from the N.W., latter part to the Equator light easterly and N.E. winds, crossed on 3rd Jan., in long. 23 W., from thence had light head winds; in lat. 33 S., and long. 33 W., a severe squall caught the ship carrying away one topsailyard, two topgallantyards, and the mainyard, and springing the fore and mainmast; passed the meridian of the Cape April 6th, in 36.56 S., from thence got strong westerly winds to long. 95 E., from thence to the China Sea, had light easterly and southerly winds to arrival.

The British ship *Windsor Castle* reports left Newcastle, N.S.W., on the 6th May, had the first four days on leaving light North-Easterly winds, after which fresh S.E. trades, which were carried to lat. 9 S.; crossed the Equator on May 28th, in long. 139 E., after which experienced light winds from E.S.E. to E.N.E. till arrival in Ballangtan Channel on the 11th June, after which light variable winds from the W.S.W., and attended with fine weather to arrival; spoke on June 12th, in lat. 21 N., long. 120 E., German brig *August*, from Newcastle, N.S.W., bound to Hongkong, also the barque *Helen Malcolm*, and ship *Inverness*, from Newcastle, N.S.W., bound to Hongkong, and left her company outside of the Lema Channel.

The British ship *Maiden Queen* reports left London on 14th Feb., had very light Northerly and Easterly winds in the Channel, with dense fogs; from Start Point N.E. trades, which got in lat. 30 N.; had light Westerly winds and moderate trades to the Equtor, light S.E. trades to 26 South; ran down the Easting in 38 South, with fresh S.W. and Westerly winds and heavy squalls; passed the meridian of the Cape on 16th April; St. Paul's on May 4th; from St. Paul's to Java Head had moderate S.E. winds and fine weather; reached Java Head on May 19th; left Anjer on May 21st; from leaving Anjer to port had continued light Southerly wind and very variable. In Anjer left the British bark *Benvorlich*, with coals, awaiting orders for this port.

COMMERCIAL INTELLIGENCE.

JUNE 15TH, EVENING.

New Patna, $572½ to $577½; New Benares, $552 to $555½. No change in other kinds.

EXPORT CARGOES.

Per P.M.S.S. *Colorado*, for Yokohama and San Francisco:—

To YOKOHAMA.—4 cases Cigars, 36 pkgs. Cordage, 40 bales Mats, 594 pkgs. Merchandise, 4,678 bags Sugar, 8 boxes Treasure, valued at $30,000.

To HIOGO.—18 pkgs. Merchandise, 1,055 bags Sugar, 1 box Treasure, valued at $13,500.

To NAGASAKI.—7 pkgs. Clocks.

To SAN FRANCISCO.—300 bales Hemp, 2,932 bags Rice, 27 pkgs. Tea, 5 pkgs. Silks, 55 boxes Opium, 2 chests Patna Opium, 2,008 pkgs. Merchandise.

To PANAMA.—1 case Silks.

To CALLAO.—2 pkgs. Silks, 2 chests Patna Opium, 20 pkgs. Merchandise.

To NEW-YORK.—4 pkgs. Merchandise, 150 pkgs. Silk.

SHARES.

Hongkong and Shanghai Bank Shares—59 per cent. premium.

Union Insurance Society of Canton, new shares—$900 per share premium.

China Traders' Insurance Company's Shares—$1,000 per share premium.

China and Japan Marine Insurance—Tls. 110 per share.

Chinese Insurance Company.—$225 per share premium.

Hongkong Fire Insurance Company's Shares—$525 per share.

China Fire Insurance Company's Shares—$135 per share.

Victoria Fire Insurance Company's Shares—$123 per share.

Hongkong and Whampoa Dock Company's Shares—13 per cent. discount.

Hongkong, Canton and Macao Steamboat Co.'s Shares—38 per cent. premium.

Shanghai Steam Navigation Company—Tls. 128 per share.

Hongkong Gas Company's Shares—$65 per share.

Hongkong Hotel Company's Shares—46 per cent. discount.

Hongkong Distillery Company—75 per cent. discount.

Indo-Chinese Sugar Company—70 per cent. discount.

Hongkong Pier and Godown Company.—50 per cent. discount.

EXCHANGE.

ON LONDON.—

Bank Bills, on demand	4/4½
Bank Bills, at 3 months' sight	4/5½
Bank Bills, at 6 months' sight	4/6½ to 4/6¾
Credits, at 6 months' sight	4/6½
Documentary Bills, at 6 months' sight	4/6¾

ON NEW YORK.—

Private, 5 months' sight	—

ON BOMBAY.—Bank, 3 days' sight	234½
ON CALCUTTA.—Bank, 3 days' sight	234½
ON SHANGHAI.—	
Bank, 3 days' sight	74½
Bank, 15 days' sight	75
Private, 30 days' sight	75½

SALES ON JUNE 14TH, 1873

As reported by Chinese.

Black Pepper, 100 bags, at $14.20, by Yee-tye to travelling trader.

Cotton Seeds, 1,450 bags, at $5.60, Yee-tye to travelling trader.

Sandalwood, 600 piculs, at $4 10, by Fook-mow-loong to travelling trader.

White Wax, 2 pieces, at $67.00, by Kwong-wing-shing to travelling trader.

Dried Lily Flowers, 11 bags, at $13.00, by Hing-tye to travelling trader.

White Sugar, 300 bags, at $6.30, by Tye-foong-shun to local trader.

Wheat, 150 piculs, at $1.92, by Yuen-tai to travelling trader.

Brown Sugar, 120 bags, at 3.52, by Kin-fing-chong to travelling trader.

American Flour, 50 lbs., 300 bags, at $1.34, by Lang-yee to local trader.

Quicksilver, 40 flasks, at $123.00, by Shun-lee to local trader.

Potatoe Flour, 200 bags, at $1.15, by Ying-kee to local trader.

Almonds, 10 bags, at $20.40, by Ying-kee to local trader.

E. R. HANDLEY,
HOUSE AND SHIP PLUMBER, COPPER SMITH, BRASS FOUNDER AND GAS FITTER,
39 and 40, Praya West,
Next to the P. & O. Coal Stores,
tf 10817 HONGKONG. (Sept. 15

QUEEN INSURANCE COMPANY.

FROM and after this date, and until further notice, a Discount of Twenty per cent. (20%) upon current local rates of Premia, will be returned on Insurances against fire, effected with this Office.

NORTON, LYALL & Co., *Agents.*
tf 1174 25th June, 1872.

Vessels Advertised as Loading.

Destination	Vessel's Name	Captain	At	For Freight Apply to	To be Dispatched.
LONDON	James Shepherd	W. E. Madden	Hongkong	Vogel, Hagedorn & Co.	Quick dispatch.
Do.	Dana (str.)	Thomson	Hongkong	Olyphant & Co.	Quick dispatch.
Do.	Laju (str.)	P. D. Scott	Hongkong	Thos. Howard & Co.	Quick dispatch.
NEW YORK	Scottish Bride		Hongkong	Olyphant & Co.	Quick dispatch.
SAN FRANCISCO	Thornaby (str.)			Wm. Pustau & Co.	Quick dispatch.
Do.	Jas. B. Bell	Chandler	Hongkong	Russell & Co.	Quick dispatch.
Do.	Cairnsmore	Kewley	Hongkong	Russell & Co.	Quick dispatch.
Do.	Malay	Clough	Hongkong	Augustine Heard & Co.	Quick dispatch.
MELBOURNE AND SYDNEY	Mary Mildred	Smith	Hongkong	Rozario & Co.	Quick dispatch.
SYDNEY	Geffrard	Munday	Hongkong	Russell & Co.	Quick dispatch.
S'PORE, P'ANG & CALCUTTA	Statesman (str.)	J. Valiant	Hongkong	Jardine, Matheson & Co.	To-morrow, at 3 P.M.
BANGKOK	Danube (str.)	Hopkins	Hongkong	Tack Mee & Co.	To-morrow, at noon.
YOKOHAMA	Menzaleh (str.)	Mourrut	Hongkong	Messageries Maritimes	Quick dispatch.
SHANGHAI	Sindh (str.)	Molizan		Messageries Maritimes	Quick dispatch.
Do.	Japan (str.)	H. de Smidt	Hongkong	David Sassoon, Sons & Co.	Quick dispatch.
AMOY	Ocean Queen (str.)		Hongkong	Landstein & Co.	To-morrow, at 8 A.M.

For Sale.

SAYLE & Co.

HAVE just opened the undermentioned GOODS:—

TAILORING DEPARTMENT.

SCOTCH TWEEDS and ANGOLAS, for Suits.

FANCY CLOTHS for Light OVERCOATS.

" COATINGS for Spring Wear.

FLANNELS, DRILLS, and DUCKS, for Suits.

QUILTINGS for VESTS.

BEDFORD CORD and KERSEYMERE for Riding TROUSERS.

OUTFITTING.

COLLARS and SCARVES of the newest styles.

REGATTA and OXFORD SHIRTS.

The Latest Shapes in FELT, STRAW, PANAMA, and PITH HATS.

HOSIERY, UNDERSHIRTS, &c.

BOOTS, SHOES, and SLIPPERS.

PORTMANTEAUS and BAGS.

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A Large Assortment of

DAMASK CLOTHS,
" NAPKINS to match,
" DOYLIES,
8/4 DAMASK for TABLE CLOTHS.
LINEN and COTTON SHEETINGS in all widths.
DAMASK, HUCKABACK, and TURKISH TOWELS.

FURNISHING.

LACE CURTAINS.
ANTIMACASSARS.
WHITE, PINK, and GREEN MOSQUITO NETS.
BED QUILTS.
PRINTED, EMBROIDERED, and VELVET PILE TABLE COVERS.
IRON BEDSTEADS, CHILDREN'S COTS, and SPRING MATTRESSES of various sizes.
BRASS and MAHOGANY CURTAIN POLES and FITTINGS.
TOILET, CHEVAL, and GILT CHIMNEY GLASSES.
BRUSSELS, VELVET, TAPESTRY, and FELT CARPETS, with RUGS to match.
FLOOR CLOTHS, in all widths up to 8 yards.
COIR MATS and MATTINGS.
SALIARIUMS, FOOTSTOOLS.
&c., &c., &c.

VICTORIA EXCHANGE,
QUEEN'S ROAD & STANLEY STREET,
HONGKONG;
AND AT SHANGHAI.

For Ladies' Advertisement see To-morrow's Issue.
365 Hongkong, 6th March, 1873.

NOW READY

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT,
By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE: In Paper Wrappers, ...$1.50
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Apply at the *Daily Press* Office.

FOR SALE.

CHAMPAGNE VEUVE CLICQUOT-PONSARDIN REIMS,
in Cases of 1 doz. Quarts, and, 2 doz. Pints.
SANDER & Co.,
Sole Agents for China, Japan and Manila.
tf 2151 Hongkong, 15th December, 1871.

NOW READY.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY, WITH THE PUNTI AND MANDARIN PRONUNCIATION.

AN ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

TRUBNER & Co.,
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HAVE just received, ex FRENCH MAIL, a Large and Well Selected Stock of HUMAN HAIR,

In RABAGAS, COILS, CHIGNONS, PLAITS, and PIECES.

PADS, ROLLS, and POMPADOURS.

Spanish COMBS and FANCY ARTICLES for the Toilet.

Choice Paris FLOWERS, MILLINERY, RIBBONS, and SASHES.

PARASOLS and SUNSHADES.

LADIES' HOSIERY, Black and Colored TAFFETA and THREAD GLOVES.

ALSO,

A Good Assortment of LAWN and BATISTE COSTUMES.

BRAIDED SKIRTS, in PIQUE, MUSLIN, LAWN, and BATISTE.

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Plain and Printed CAMBRICS, MUSLINETTES, and LUSTERS.

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ALSO,

Colored EMBROIDERED CLOTH and Victoria TABLE COVERS.

GENTLEMEN'S UNDERCLOTHING, consisting of—

Anglo Indian GAUZE UNDERVESTS.

WHITE SHIRTS, REGATTA, OXFORD, and FANCY STRIPED SHIRTS, in the improved cut.

SUMMER VESTS, TIES, SCARFS, COLLARS, BELTS, and BRACES, of the latest Novelties.

The CELTIC TWEEDS, for Morning Suits.

GENTLEMEN'S HATS, in Felt, Straw, Tuscan, and other makes of the latest styles, suitable for the present season.

33, *QUEEN'S ROAD CENTRAL.*
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FOR SALE.

FINE Dessert CLARET.
Superior Pale Dry SHERRY.
Fine OLD PORT.
Apply to SANDER & Co.
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NOW READY.

BOUND VOLUMES of the TRADE REPORT for the year 1872. Price $10.
Apply at the *Daily Press* Office.
Hongkong, 1st February, 1873.

BREAKFAST CLARET, FOR FAMILY OR MESS USE.

125 BOTTLES OF VERY GOOD BREAKFAST CLARET, (Red Seal,)
Selected by the undersigned, may be had for $24.
G. DUBOST & Co.
6m 436 Hongkong, 18th March, 1873.

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax } CANVAS.
Crown
ARNHOLD, KARBERG & Co.
tf 1130 Hongkong, 11th May, 1867.

THE TOURIST'S GUIDE.—REDUCED PRICE $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.

Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.

The Daily Press Office.

A. MILLAR & CO.,
HOUSE, SHIP, AND STEAMBOAT PLUMBERS,
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No. 1, Queen's Road East and Nullah Lane,
Opposite H.M. Naval Dock Yard.
tf 387 Hongkong, 1st March, 1871.

NOTICE.

THE Undersigned begs to inform the Residents of this Colony, that he is ready to give LESSONS in ENGLISH and FRENCH, and solicits their kind patronage. Terms moderate.
Apply to J. M. HANLON, *No. 12, Aberdeen Street, Hongkong.*
6m 210 Hongkong, 5th February, 1873.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. Tennent, Glasgow, and Messrs. David Corsar & Sons Arbroath.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

BY SPECIAL APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR, AND TO H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

T. N. DRISCOLL,
CIVIL, NAVAL, & MILITARY TAILOR, WOOLLEN DRAPER, HATTER, HOSIER, AND GENERAL OUTFITTER,
45 and 47, Queen's Road, next to Oriental Bank.
tf 192] [Feb 1.

隆發承
E-HING, WAHEE & Co.,
SUN-HING STREET (BACK OF SHAMEEN,)
CANTON.

BEG to inform the Communities of Canton and Hongkong that they have opened a new Establishment at the above address, where the following articles may be obtained, of the first quality, and at moderate prices, viz.:—Waste Silk, Cocoons, Straw Hats, Straw Braids, Rattan Hats, Fire Crackers, Mattings, Palm-leaf Fans, &c., &c.
1m 894 Hongkong, 4th June, 1873.

崇祿記廣
KWONG-KEE COAL SHOP.

THE Proprietor of KWONG-KEE Shop begs to inform the Public that his Shop has been established since 1867, at 39, Endicott's Lane, and that he has always a great quantity of BEST COAL in store for Sale. Gentlemen or Ship-masters wishing to patronise him, are requested to apply at his Shop.
1y 1385 Hongkong, 30th July, 1872.

FOR SALE,
FREIGHT, OR CHARTER.

THE American Ship

"OLD DOMINION,"

700 tons Register, carrying capacity 17,500 Piculs.
For further particulars, apply to
BATTLES & Co.,
Or, Captain on board.
tf 232 Hongkong, 12th June, 1873.

Vessels on the Berth.

FOR AMOY.

THE British Steamer

"OCEAN QUEEN"

will leave for the above port TO-MORROW, the 17th inst., at 8 A.M.
For Freight or Passage, apply to
LANDSTEIN & Co.,
Agents.
4d 942 Hongkong, 14th June, 1873.

STEAM FOR BANGKOK.

THE Steamship

"DANUBE,"

Captain Hopkins, will be despatched for the above port TO-MORROW, the 17th instant, at noon.
For Freight or Passage, apply to the undersigned.
TACK MEE & Co.,
Agents, S. S. "Danube."
5d 937 Hongkong, 13th June, 1873.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"STATESMAN,"

Captain J. Valiant, will leave for the above Ports TO-MORROW, the 17th inst., at 3 P.M.
Despatches will close at 2 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.
East Point,
9d 909 Hongkong, 9th June, 1873.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

THE Company's Steamship

"MENZALEH,"

Captain Mourrut, will be dispatched for YOKOHAMA,
shortly after the arrival of the next French Mail.
O. BERTRAND,
Principal Agent.
938 Hongkong, 13th June, 1873.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

THE Company's Steamship

"SINDH,"

Captain Molizan, will be despatched for SHANGHAI,
shortly after her arrival from Europe.
O. BERTRAND,
Principal Agent.
939 Hongkong, 13th June, 1873.

FOR LONDON,

THE British Steamer

"DUNA,"

Thomson, Master, having the greater portion of her Cargo engaged, will load at this and Canton, and Whampoa, for the above port, and will have quick despatch.
For Freight, apply to
OLYPHANT & Co.
tf 916 Hongkong, 10th June, 1873.

FOR SAN FRANCISCO.

THE A 1 British Steamer

"THORNABY,"

will load as above in July.
To be followed by the new British Steamers
"ANGLIA,"
"ALTONA,"
"ALLEMANNIA."
For Freight or Passage, apply to
WM. PUSTAU & Co.,
Agents.
tf 784 Hongkong, 20th May, 1873.

FOR LONDON *(direct).*

THE A 1 17-years Composite British Clipper Ship

"LAJU,"

of 556 Tons Register, Captain T. D. Scott, having the greater portion of her cargo engaged, will load at Whampoa and Macao, and will have immediate despatch.
For Freight, apply to
THOS. HOWARD & Co.,
OR,
DEACON & Co.,
Canton and Macao.
tf 943 Hongkong, 14th June, 1873.

FOR SAN FRANCISCO.

THE American Ship

"MALAY,"

Capt. Clough, will have quick despatch for the above port.
For Freight or Passage, apply to
AUGUSTINE HEALD & Co.
tf 924 Hongkong, 11th June, 1873.

FOR SAN FRANCISCO.

THE A 1 British Clipper Ship

"CAIRNSMORE,"

Kewley, Master, will have early despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 917 Hongkong, 10th June, 1873.

FOR NEW YORK.

THE A 1 British Barque

"SCOTTISH BRIDE"

having the greater portion of her Cargo engaged, will load at this and Whampoa as above, and will have quick despatch.
For Freight, apply to
OLYPHANT & Co.
tf 886 Hongkong, 4th June, 1873.

FOR LONDON.

THE A 1 British Clipper Ship

"JAMES SHEPHERD,"

W. E. Madden, Master, will load here and at Whampoa, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 887 Hongkong, 4th June, 1873.

FOR SYDNEY *(Direct.)*

THE A 1 British Barque

"GEFFRARD,"

360 tons Register, Munday, Master, will have early despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 878 Hongkong, 3rd June, 1873.

FOR MELBOURNE AND SYDNEY.

THE A 1 Clipper Ship

"MARY MILDRED,"

Capt. Smith, will have immediate despatch for the above ports.
For Freight or Passage, apply to
ROZARIO & Co.
tf 869 Hongkong, 2nd June, 1873.

FOR SAN FRANCISCO.

THE American Ship

"JAS. B. BELL,"

Chandler, Master, will have early despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 813 Hongkong, 24th May, 1873.

VARNUM D. COLLINS, DENTIST,
No. 7, ABERDEEN ROAD,
HONGKONG.
tf 293 Hongkong, 20th February, 1873.

Intimations.

MRS. BAKER,
COURT MILLINER AND DRESS MAKER,
No. 5, OLD BAILEY STREET,
(NEXT)
ALEXANDRA TERRACE.
tf 709 Hongkong, 6th May, 1873.

NEITHER the Undersigned nor the Owners of the German Ship *Georges*, now lying in this port, will be responsible for any debts contracted by the Captain, Officers, or Crew of the said vessel.
CARLOWITZ & Co.
tf 934 Hongkong, 28th February, 1873.

LE soussigné informe Messieurs les Capitaines de navires de Commerce Français qu'il leur est strictement interdit d'embarquer des matelots étrangers provenant de Boarding Houses autres que celles affichées à la Chancellerie de ce Consulat.
Le Gérant du Consulat de France,
CH. L. DE LA FOREST.
1886 Hongkong, 24th October, 1872.

BROWN, JONES & CO.,
UNDERTAKERS, &c.,
OFFICE—No. 9, HOLLYWOOD ROAD.
Memorial Stones and Monuments erected.
tf 137. Hongkong, 21st January, 1873.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.)
SOLE AGENT FOR CHINA AND JAPAN,
F. PEIL.
tf 1671 *Hongkong, Shanghai, Cologne (Germany.)*

AFONG,
PHOTOGRAPHER,
BY APPOINTMENT TO
H. E. SIR ARTHUR KENNEDY,
Governor of Hongkong;
AND TO
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.
Invites inspection of his large Collection of VIEWS of FOOCHOW, SWATOW, HONGKONG, CANTON, and MACAO.
WYNDHAM STREET.
6m] (*Formerly occupied by Athletic Club.*) [513

ROBERT GILLISON,
MERCHANT, CANTON.
Bankers—HONGKONG AND SHANGHAI BANKING CORPORATION.
London Agents—Messrs. RATHBONE BROTHERS & COMPANY.
Alm 893 Hongkong, 4th June, 1873.

THE UNDERSIGNED begs to inform the Public of HONGKONG, HO NAM, AND CANTON that he has shops established at those places in the name of HING KEE.

In HONGKONG, at the Central Market, No. 12, he has constantly on hand BEEF, MUTTON, POULTRY, BREAD, VEGETABLES, and OILMAN'S STORES, &c., of the best quality.

In HO NAM and CANTON SHOPS, the foregoing articles, with the addition of SPIRITS, SODA WATER, &c., and GAME when in season.

Gentlemen and Families desirous of patronizing him, are requested to apply at his shops as above, where a list of prices of articles will be furnished, which will be supplied at the *same rate* all the year round.
HING KEE.
1y 745 Hongkong, 13th May, 1873.

FOOCHOW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the following Dimensions, viz: Length, 300 feet, Breadth at Bottom, 40 feet, is capable of receiving Vessels drawing 13 to 16 feet, as the state of the Tides will allow. The Dock runs dry to the Blocks and is pumped out by Steam. The above premises comprise a large Machine-Shop, containing a
WHITWORTH'S 12-INCH SCREW CUTTING GAP LATHE,
DRILLING AND SCREWING MACHINES,
A LARGE SMITHY, &c., &c., &c.

Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large Stock of Woods, Metal, &c., &c., always on hand.

The Fast Steam-Tug *Waesung* is available at all times to tow vessels to or from Sea, at current rates, on application to
JOHN FORSTER & Co.,
Agents.

The list of Charges for remetalling, or docking vessels for examination, painting iron-ships, &c., &c., can be obtained on application.
May 8.

STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, AND SOUTHAMPTON;
ALSO,
BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*BOKHARA*," Captain P. S. TOMLIN, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on SATURDAY, the 21st June, at noon.

Cargo will be received on board until 2 P.M., Specie and Parcels at the office until 2 P.M. on the 20th idem.

The *Bokhara* connects at Galle with the S. S. *Peshawur*, proceeding to Southampton via the Suez Canal.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

*** A Written Declaration of the Contents and Value of the Packages for the Overland Contents required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, *Superintendent.*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 9th June, 1873.

THROUGH U.S. MAIL LINE.
FROM
CHINA AND JAPAN TO NEW YORK.

PACIFIC MAIL S. S. COMPANY.
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC RAILROAD COMPANIES.

THE S. S. "*JAPAN*" will leave Hongkong for San Francisco, via Yokohama, on FRIDAY, the 27th instant, at 3 o'clock P.M., taking Passengers, Mails and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to principal points in the United States, Canada, and Europe, via Overland Railroad and connecting Lines of Steamers, and to ports in Mexico and Central and South America.

A Steamer of the Company will leave Shanghai about same date, via the Inland Sea Ports, and make close connection at Yokohama.

The "*JAPAN*" will be due at San Francisco July 28th, whence daily Passenger trains and daily Freight trains are run over the Central and Union Pacific Railroad Lines for New York, and for all the principal cities in the interior and upon the Atlantic Seaboard.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Return Passage Tickets issued at a reduction of 20% on regular rates.

No Freight received after 4 P.M. of the 26th instant. Parcel Packages received until

Extracts.

FAIRY BELLS.

(From Poems, by Sydney Whiting.)

I.

His voice was sweet, his words were fair;
Would that his love had ne'er been spoken;
Would that the pole-star heard my prayer
In words, as now, in anguish broken!
Would that the awful Greenland gales
Could drown my sighs; for then, oh! then,
I should be where my Alick sails,
And share the fate of daring men.
Would I were in that churning sea,
Where glassy icebergs, slowly moving,
Might threaten death to him and me;
But what is death, when mad with loving!
Oh! Alick, why those whispers low,
Those honey'd words, those soft entreatings!
For, far away, 'midst ice and snow,
Thou wilt forget our summer meetings.

II.

His voice was sweet; his words were fair;
Oh, how I pray'd him ne'er to leave me!
He only smooth'd my streaming hair;
Said he, "My love, the fears deceive thee.
Trust me, my Annie, soon will come
The happy days, when peace and plenty
Shall be the gifts of ice and foam;
We cannot wed with coffers empty."
"Oh, yes!" I cried, "I'd wed thee now,
And work or starve, to stay thy going."
He only kiss'd my throbbing brow:—
Says he, "My love, the wind is blowing;
The southern breeze creeps up the lea,
See on yon cliff the pines are bending;
They point towards the frozen sea,
Propitious winds and wishes sending."

III.

"Oh, Alick, darling, say not so,
Thou wrongly read'st the warning motion.
It says, 'Let not thy lover go,—
There's death around the frozen ocean,'
Thou hearest how the curlews scream,
In echoes to the dreadful warning."
He only said, "'Tis but a dream—
I must away ere break of morning.
But when in Spring thou hear'st the sound
Of magic bells above thee ringing,
Know that the whaler, homeward bound,
From off her prow the spray is flinging."
His boat sped o'er the seething surge;
The wind flung back my wild cries, scoffing;—
With strong and cruel pulls they urge
The craft that bears him to the offing!

IV.

But when I hear the eerie chimes,
They'll tell me that my lad's returning.
Yet, oh, the dreary, dreary times,
With hope so cold, and love so burning!
The wintry months go slowly past:
I listen for the fairies pealing;
I watch for every spar and mast;
Away from home for ever stealing.
And mother frets; and father's sad:—
They deem me daft thus ever sighing!
Oh, could I, as a sailor lad,
Across the Arctic seas be flying!
For then, oh then, the scalding tear
That burns my cheek, would not be flowing;
For I should sail with Alick dear,
Close to his heart when blasts were blowing!

V.

The maniac windmill whirls its arms,
Like some weird giant winds defying!
The seabirds scream their shrill alarms;
The day in streaks of umber's dying.
The waves are swashing on the strand,
Or in the booming caverns roaming:—
Anon the tide leaves bare the sand,
And weedy pools lie in the gloaming!
The coast is barren, stern, and sad
As those dark shores where he is roving:—
And yet they wonder I am mad—
Mad with the strain of overloving!
But, hark! I hear the elfin bells!
Ah, Alick, soon these arms will fold thee!
In rippling chime their music swells,
And ring "He comes!" as Alick told me!

IV.

"Ah, yes, he comes," but o'er the sea
The tempest shrieks in mad commotion.
The lightning dart along the lee,
And melts in one the sky and ocean.
Alas! those tongues of molten steel
Light up a wreck on breakers driven,
And on the deck pale spectres kneel,
And breathe their last despair to Heaven!
The while—how strange—those fairy bells
Steal softly o'er the foaming water;
From out the dip their music swells,
Like rippling flutes amidst war and slaughter.
But on the shore a pale corpse lies
With fond arms round no more to sever,
And on the gale this requiem flies,
"In death my Alick's mine for ever."

MORMON WOMEN.

If polygamy be a grave breach of divine as well as human law—the which I am far from denying—the criminals in Utah can plead less excuse of temptation than the average of sinners. Putting such memories in order, I have doubted whether Baltimore, Verona, or Arles—at fair time—stood highest in the beauty-scale; but, since quitting Salt Lake, I have never hesitated where to assign the palm of homeliness. It is almost incredible, that in a community numbering some 25,000 souls, where—whatsoever may be the inner restrictions of the seraglios—the women-kind walk freely abroad unveiled, a stranger may pass days and weeks without encountering a face or figure worth a second glance, or even a case of ugliness redeemed by graceful gait or eloquent eyes—yet more incredible, that such barrenness of attraction should exist in Western America. Rude and plain words; yet, perchance, therefore, the more suited to the subject matter. Certainly, unless he were morbidly uxorious, any man might be satisfied with two or three, at the outside, of such consorts. Of course, if you look on these hard-featured females simply as household drudges, or spinners of webs, there need be no limit to their number, any more than that of slaves on a plantation. But—put them in the lowest scale of help-meets—and you will find much to admire in the courage and obstinacy of the Mormon male.—*From "Silverland," by the Author of "Guy Livingstone."*

THE ARISTROCRACY OF THE FURURE.

I say it deliberately, as a student of society and of history:—Power will pass more and more, if all goes healthily and well, into the hands of scientific men—into the hands of those who have made due use of that great heirloom which the philosophers of the seventeenth century left for the use of future generations, and specially of the Teutonic race. For the rest, events seem but too likely to repeat themselves again and again all over the world in the same hopeless circle. Aristocracies of mere birth decay and die, and give place to aristocracies of mere wealth; and them again to aristocracies of genius, which are really aristocracies of the noisiest, of mere scribblers and spouters, such as France is writhing under at this moment. And when these last have blown off their steam, with mighty roar, but without moving the engine a single yard, then they are but too likely to give place to the worst of all aristocracies, the aristocracy of mere "order," which means organised brute force and military despotism. And after that, what can come but anarchy, and decay, and social death? What else?—unless there be left in the nations, in the society,—as the salt of the land, to keep it all from rotting,—a sufficient number of wise men to form a true working aristocracy, an aristocracy of sound and rational science. If they be strong enough—and they are growing stronger day by day over the civilised world—on them will the future of that world mainly depend. They will rule, and they will act—cautiously, we may hope, and modestly, and charitably—because in learning true knowledge they will have learnt also their own ignorance, and the vastness, the complexity, the mystery of nature. But they will be able to rule, they will be able to act, because they have taken the trouble to learn the facts and the laws of nature. They will rule, and their rule, if they are true to themselves, will be one of health and wealth and peace, of prudence, and of justice. For they alone will be able to wield for the benefit of man the brute forces of nature, because they alone will have stooped to conquer nature by obeying her.—*From a "Lecture given at the Railway Works, Crewe," by the Rev. C. Kingsley.*

HENRY VIII. IN HIS YOUNG DAYS.

(From "The History of Two Queens," by W. Hepworth Dixon.)

In the young King's person and accomplishments there was much to take a woman's eye and captivate a woman's heart. If he were not yet eighteen years of age, the time at which a youth is neither boy nor man, the King was an exception to all ordinary rules. Though still a youth, in youth's fresh rosiness and grace, he was a man in stature and in strength; a man who overtopped the tallest of his archers, and who drew a bow that few among these stalwart men could bend. His face was fine, his frame compact. With skin as fair, with eyes as blue, with hair as golden, and with mouth as sweet as Catharine, he resembled her in build and colour, as became the common heirs of John of Gaunt. "He had a round face," said the Venetian Pasqualigo, "so very beautiful that it would have adorned the person of a pretty woman." But the lad was huge as he was comely. In his length of arm, his width of chest, his swell of calf, a looker-on at butts and bars observed in him a man who had attained the full possession of his physical powers. In field, in cockpit, and in ring, he found few equals and no masters. If he chased the stag, he wore down seven or eight horses in a morning; if he cast the bar, he pitched it clear above his rival's head; and if he stripped to wrestle, there were few among his guards who liked to tempt his fall. In jousting, which he loved beyond all other sports, he rode down almost every rider, and he shivered almost every lance. A knight so quick of eye and strong of limb as Brandon had to put forth all his skill when riding at the King. When mounted on his stallion, he was perfect in his beauty; not a common mortal, but a paladin, a hero, and a demigod. Sagudino, one of those shrewd observers whom the Doge sent over to describe the King, reported that when riding on his charger "he was like St. George himself." Nor was he less a master of the weapon which was then the pride of every man of English blood; for every man was then an archer, and the hero of a festive gathering was the man who oftenest sped his arrow home. Though guns and muskets were in daily use, the bow retained its ancient fame. The best of archers were the royal guard, yet he could hold a bow against the champion archer of his guard. No pastime pleased him better than to make a match and beat the champions on their chosen ground. In mind he was no less accomplished than in body. All the children of his father had been trained in princely arts; but they had studied many things which princes seldom learn. His reading has been wide, and in some branches deep. Of letters and theology he had a knowledge far beyond the princes of his time. With science he had some success; he understood diseases, and he practised medicine on himself and other. Making roads and building ships were pastimes with him. Not a shipwright in the Royal Navy could instruct him in this difficult art. He had a special genius for constructing bridges. As to lighter studies and attainments, he could sing at sight, and play the organ, harpsichord, and lute. He had a knack of weaving verse in words and marrying them to music of his own. Amidst a thousand cares of state, he set two services for the royal chapel which are still extant. Italians who approached his court bear witness to his competency in music, both in science and in practice. Some of his pieces may be still occasionally heard. His anthen for three voices, "Quam pulchra es, et quam decora," and his fine ballad, "Pastance with Good Company," rank among the better known. Giustinian, a judge of music, says "he was extremely skilled in musical art"; and Sagudino, himself a player on the virginals and organ, wrote, after hearing him play and sing, that, in these exercises, "he acquitted himself divinely." Pasqualigo heard him sing at signor's service in the royal chapel, which was being conducted by the King himself. These services were described by musical Italians as without a rival in the world. "High Mass," wrote Sagudino, in his letters home, "was chanted by his Majesty's choristers, whose voices are rather divine than human. They did not chant, so much as sing like angels." His use of foreign tongues is equally well attested. He had a fair knowledge of Latin and Italian. Among his letters which have been preserved, is a letter in Latin to Erasmus, and there are other letters in French to Francois and Marguerite of Austria. At Tournay, he was called by Marguerite to translate a word to Brandon, whose glibness of tongue was much less striking than his length of arm. Brandon had pulled a ring from the Archduchess's finger and put it on his own. Marguerite, laughing, called him a "laron"; but as Brandon was no scholar, the King was called by the Archduchess to explain her jest to his handsome, but unlearned knight. On finding Catharine slow in learning English, he made himself master of Castillian. In another generation, such accomplishments were usual; but in the days of Max and Louis they were rare. No ground exists for thinking any of these gifts lay only in the minds of courtiers. Ample proofs remain. The author of the book against Luther, and of many papers on the canonical aspects of marriage, must be allowed a certain knowledge of divinity and canon law. The patron of Holbein, the builder of Nonsuch, the contriver of masques and May-day games, the hero of the Field of the Cloth of Gold, cannot be denied the finer instincts of an artist. The contriver of the Great Harry might have been a great engineer, if he had not been born to be a great sovereign. In these early days, his moral qualities were in line with his physical beauty and his intellectual range. Indeed his moral qualities, as became a youth who had been trained for service in the Church, were but the outward signs of a devotional life within. Before his marriage, and for many years afterwards, he lived a blameless life. Bright eyes had little power to lead him wrong. For cards, and for the luxuries of the table, he had no immoderate love. Excess of any kind was his aversion, and the vices which arise from either drink or dice were never domiciled in his house. To find a young man pure as he, we have to look into the likes of saints. In "Pastance with Good Company," a song of which he is supposed to have made both words and music, he expressed the sentiment of his life:—

Pastance with good company
I love, and shall until I die;
Grudge who will, but none deny,
So God be pleased, this life will I.
For my pastance,
Hunt, sing, and dance,
My heart is set;
All goodly sport
To my comfort,
Who shall me let?

Youth will needs have dalliance,
Of good or ill some pastance;
Company me thinketh the best
All thoughts and fantasies to digest,
For idleness
Is chief mistress
Of vices all;
Then who can say,
But pass the day
Is best of all?

Company with honesty
Is virtue,—and vice to flee;
Company is good or ill,
But every man hath his free will.
The best I sue,
The worst eschew;
My mind shall be,
Virtue to use
Vice to refuse,
I shall use me.

The youthful King's affections were precise and quick. When he had given his heart, he looked for everything in turn, and meeting with the slightest coldness, he was apt to break into volcanic heats. From the good Queen, his mother, while she lived, and from his grandmother, Margaret of Richmond, afterwards he was used to tender fonding; and his father, who was not so easily moved, could not refrain from showering his caresses on the handsome and accomplished boy. The courtiers and the clergy watched him with the highest hope; especially the clergy, who accepted the bright promise of his youth as a defence and ornament of Catholic truth. His father had been made Defender of the Faith, and he was therefore born Defender of the Faith. In Max, in Louis, in Fernando, Churchmen saw three secular princes, who could use religious orders as police, employ the bishops as collectors of rates, and either sack the Vatican or imprison the pontiff with as little scrúple as they would feel in burning Oran or enslaving Moors. In Henry they beheld another sort of man; a Catholic, a devotee, and a Crusader of the Cross. Although a man of joust and games, who sniffed the scent of battle like a charger, he was never missed from chapel during matins, mass, and complines. He was never absent from confession; never hurried in his works of penance; never doubtful of the mystery in the bread and wine. All duties owing by a Catholic towards his Church were paid by him with zeal, from weekly offerings on the altar to unbounded reverence for the Holy See. A wise man, noting Henry in his youth, might well have feared, from his devotional feeling and his education, that if anything should go wrong with him in later life, the evil would arise from some disorder in a conscience too exacting for robust and perfect health.

Insurances.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.

AUGUSTINE HEARD & Co.

tf 471 Hongkong, 6th March, 1868.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of $60,000 on Buildings, or on Goods stored thereon.

GIBB, LIVINGSTON & Co.

tf Hongkong, 24th August, 1864.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

THIS Company, with its Head Office at Hongkong, and Agencies at the various Treaty Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium at the respective places.

AUGUSTINE HEARD & Co., *Secretaries.*

tf 557 Hongkong, 1st April, 1871.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—

Not exceeding 1 month	¼ of the annual rate	
Above 1 month, and not exceeding	¾ do.	do.
Above 3 months and not exceeding	½ do.	do.
Above 6 months the full annual rate.		

On and after this date, a discount of 20 per cent. off the above rates will be allowed to Insurers.

GILMAN & Co., *Agents.*

North British & Mercantile Insurance Company.

tf 1167 Hongkong, 24th June, 1872.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 % allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, on reasonable terms.

HOLLIDAY, WISE & Co.

tf 1383 Hongkong, 23th July, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1358 Hongkong, 15th October, 1868.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire*, subject to a bonus of 20 per cent.

SIEMSSEN & Co., *Agents.*

tf 39 Hongkong, 16th November, 1872.

THE GLOBE MARINE INSURANCE COMPANY, LIMITED, LONDON.

THE OOSTERLING SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE SAMARANG SEA AND FIRE INSURANCE COMPANY OF SAMARANG.

THE Attention of Shippers is called to the low rates of Premiums charged by the undersigned Agents of above named Companies, for all steamer risks, subject to a brokerage of 15 per cent.

The "Oosterling," as well as the "Globe," after paying the Shareholders a dividend of 10 per cent. on their paid-up Capital, distribute 25 per cent. of the surplus of the profits pro rata amongst such of the Insurers as have paid during the year £500 and upwards in premium. Particulars can be obtained at the Office of

SIEMSSEN & Co., *Agents.*

tf 40 Hongkong, 16th October, 1872.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co., *Agents.*

tf 1192 Hongkong, 27th June, 1872.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rate of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co., *Agents.*

tf 1193 Hongkong, 27th June, 1872.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 765,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15%, for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.

RUSSELL & Co., *Agents.*

tf 1089 Hongkong, 9th July, 1872.

Insurances.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

THE ATTENTION OF SHIPPERS is called to the future distribution of the Profits of this Company, two-thirds (2/3rds) of which, after payment of interest, will now be divided amongst all Contributors of business, whether Shareholders or not, rateably in proportion to the amount of Nett Premia contributed.

WM. PUSTAU & Co., *Agents.*

tf 663 Hongkong, 9th April 1872.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. B. COUGHTRIE, *Secretary.*

Hongkong, 1st November, 1871. [tf 385

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings' Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, or Dock, and the Cargoes of such Ships; also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and, Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.

The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $60,000 on any one First Class Risk.

GIBB, LIVINGSTON & Co.

Hongkong, 1st January, 1867.

Insurances.

NOTICE

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	¼ of the annual rates	
Not exceeding 1 month	½ do.	do.
Above 1 month, and not exceeding three months.	¾ do.	do.
Above 3 months, and not exceeding six months....	¼ do.	do.
Above six months the full annual rate.		

JARDINE, MATHESON & Co., *Agents, Alliance Fire Assurance Company.*

tf 678 Hongkong, 26th August 1869

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—

Not exceeding 10 days,	¼ of the annual rate.	
Not exceeding 1 month,	½ do.	do.
Above 1 month and not exceeding 3 months...	¾ do.	do.
Above 3 months and not exceeding 6 months...	¼ do.	do.

NORTON, LYALL & Co., *Agents the Queen Insurance Company.*

tf 242 Hongkong, 22nd January, 1870.

IMPERIAL FIRE INSURANCE COMPANY

REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance viz:—

Detached & semi-detached Dwelling Houses removed from town, and their contents.	½ per cent.
Other dwelling Houses, used strictly as such, and their contents.	¾ per cent.
Godowns, Offices, Shops, &c., and their contents.	1 per cent

GIBB, LIVINGSTON & Co., *Agents Imperial Fire Insurance Company.*

tf 864 Hongkong, 7th March, 1865.

HONGKONG MARKETS.

As Reported by Chinese on the 14th June, 1873.

COTTON GOODS.

COTTON YARN, No. 16 a 24	per picul	$110.00 a	$119.00
" 28 a 32	"	125.00 a	130.00
" 36 a 42	"	127.00 a	140.00
GREY SHIRTINGS, 7 a 7½ lbs ...	per piece	$2.15 a	2.20
" 8 a 8½ lbs ...	"	2.30 a	2.40
" 9 a 10 lbs ...	"	2.80 a	3.30
WHITE SHIRTINGS, 56 a 60 reed..	"	2.15 a	2.40
" 64 a 66 " ..	"	2.50 a	2.65
" 68 a 72 " ..	"	2.85 a	3.40
WHITE SPOTTED DO:	per piece	2.85 a	2.60
WHITE BROCADES, ...	"	3.60 a	2.05
AMERICAN DRILLS, 30 yards	"	2.50 a	3.60
" 40 " ..	"	3.00 a	4.20
GREY T-CLOTHS, 24 yds & 32 in. 7 lbs.,	"	1.70 a	1.75
" 24 " & 36 " 8 lbs.,	"	2.20 a	2.25
DYED SPOTTED SHIRTINGS, ...	"	3.35 a	3.60
DYED BROCADE Do.	"	3.85 a	3.90
DYED DAMASK Do.	per piece	5.75 a	5.80
CHINTZ, ...	"	1.38 a	1.00
HANDKERCHIEFS, Blue.....	per doz.	0.37 a	0.70
" Brown.....	"	0.55 a	0.70
" Red.....	"	0.75 a	0.82
VELVETS, Black, 22 ins.	per yard	0.32 a	0.33
" Gentian, 22 "	"	0.27 a	0.28
VELVETEENS, Black.....	"	0.24 a	0.25

WOOLLEN GOODS.

SPANISH STRIPES, ...	per yard	0.33 a	0.34
LONG ELLS, *MM* Scarlet,.....	per piece	8.80 a	8.35
" " Assorted,.....	"	7.75 a	7.80
" *HH* Scarlet,.....	"	8.15 a	8.20
" " Assorted,.....	"	7.40 a	7.50
CAMLETS, 88S.....	"	16.50 a	12.00
" 8S.....	"	19.50 a	20.00
" 3.....	"	29.00 a	29.50
" *BBB*.....	"	22.00 a	22.50
LASTINGS,.....	"	15.00 a	16.50

METALS.

IRON, Nail Rod Nos. 1 a 6.....	per picul	4.30 a	4.45
" Hoop,.....	"	4.60 a	4.80
" Bar,.....	"	4.10 a	4.30
" Small Round Rod,.....	"	3.80 a	3.90
" Wire,.....	"	9.50 a	9.80
LEAD, ...	"	6.80 a	7.00
STEEL, English,.....	per tub.	5.10 a	5.25
" Swedish,.....	"	4.75 a	5.50
TIN, Malacca,.....	per picul	35.00 a	36.50
TIN PLATES,.....	per box	10.00 a	10.50
SHEATHING METAL,.....	per picul	24.00 a	28.00
QUICKSILVER,.....	"	117.00 a	120.00
SPELTER,.....	"	7.25 a	7.30

PRODUCE

COTTON, Shanghai,.....	per picul	15.50 a	16.00
" Ningpo,.....	"	16.25 a	16.75
" Tientsin,.....	"	16.00 a	16.50
" Shantung,.....	"	15.80 a	16.00
" Bengal,.....	"	10.00 a	16.50
ALUM, ...	per picul	1.45 a	1.75
SAGGAMUM, Japan white,.....	"	3.60 a	3.80
" Black,.....	"	2.10 a	2.50
RICE, Bengal, Cargo No. 1.....	"	2.45 a	2.50
" " 2.....	"	2.20 a	2.25
" Siam, white,.....	"	1.55 a	1.60
" " middling,.....	"	1.45 a	1.50
" Manila,.....	"	2.35 a	2.40
" Java,.....	"	2.00 a	2.10
" Singapore,.....	"	1.75 a	1.80
" Saigon,.....	"	1.40 a	1.45
" Arracan,.....	"	2.10 a	2.15
" Rangoon,.....	"	2.35 a	2.40
SALTPETRE, ...	"	6.80 a	7.20
COALS, AFLOAT,.....	per ton.		
" English steam,.....	"	17.00 a	17.50
" American Anthracite,.....	"	16.00 a	16.00
" Sydney,.....	"	14.00 a	14.50
WINDOW GLASS	per box.	5.00 a	5.25
STRAITS PRODUCE, &c.,			
RATTANS, Straits,.....	per pcl.	5.00 a	5.50
" Banjar,.....	"	4.25 a	4.50
PEPPER White,.....	"	23.00 a	24.00
" Black,.....	"	13.50 a	14.00
BETEL NUT,.....	"	3.25 a	3.50
SANDAL WOOD Malabar,.....	"	4.50 a	4.85
" South Seas,.....	"	17.00 a	18.50
SAPAN WOOD, Manila,.....	"	1.70 a	1.80
" Siam,.....	"	2.20 a	2.30
FLOUR, California, per sack of 50 lbs.....	"	1.30 a	1.35
" American, per barrel of 200 lbs.....	"	6.00 a	6.25
WHEAT, Tientsin,.....	per pcl.	1.80 a	1.95
" California,.....	"	2.00 a	2.25
SUGAR, Canton white, 1 a 3	"	5.75 a	2.20
" " Dk. Brown,.....	"	3.50 a	3.60
" West Coast, Dk. Brown,.....	"	3.20 a	3.30
" Manila, Dry White,.....	"	4.25 a	4.50
" Dk. Brown,.....	"	3.75 a	3.90
CAMPHOR, packed,.....	"	15.50 a	16.50
SPAR, White,.....	"	1.85 a	2.00
" Green,.....	"	1.75 a	1.90
" Black,.....	"	1.60 a	1.65
" Yellow,.....	"	1.05 a	1.30
MUSHROOMS, Japan,.....	"	27.00 a	35.00
SEAWEED, Green,.....	"	2.40 a	3.50
" Cut,.....	"	3.25 a	3.50
MUSSELS, Dry Siam large,.....	"	8.20 a	13.00
" " small,.....	"	6.50 a	7.75
VERMICELLI, Tientsin.....	"	5.80 a	6.10
BEES WAX, Japan,.....	"	17.00 a	17.50
" Hankow.....	"	60.00 a	61.00

SHIPPING IN THE CANTON WATERS.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
HONGKONG.					
STEAMERS.					
Bokhara	P. S. Tomlin	Brit. str	2932	P. & O. S. N. Co	
City of Exeter	Bovey	Brit. str	789	Olyphant & Co	Bangkok
Danube	Hopkins	Brit. str	561	Tuck-mee & Co	
Duna	Thomson	Brit. str	852	Gilman & Co	
Esmeralda	Billabaso	Span. str	267	E. J. Sage	
Fame	Richardson	Brit. str	118	H. K. & W. Dk. Co	*Tug Flying*
Glenroy	Watt	Brit. str	1370	Gilman & Co	
Heilcong	Punchard	Brit. str	277	D. Lapraik & Co	
Japan	De Smidt	Brit. str	1865	D. Sassoon, Sons & Co	Singapore, &c.
Kinshan ‡	Cary	Brit. str	1050	A. Heard & Co., Agents	
Kiu-Kiang ‡	Benning	Brit. str	1061	A. Heard & Co., Agents	
Lintin		Brit. str	69	Acheong	*Laid up*
Menzaleh	Mourrut	Fren. str	1008	Messageries Maritimes	
Maumee	Barin	Rus. str	600	Landstein & Co	
Ocean Queen	Frahm	Brit. str	421	E. J. Sage	
Parana	Wilkinson	Brit. str	1027	Wm. Pustan & Co	
Paturet	S. W. Cowing	Amr. str	240	Aug. Heard & Co	
Poyang §	Mott	Brit. str	821	A. Heard & Co., Agents	
Prince Albert	R. Kentwell	Brit. str	180	Acheong	
Sir J. Jeejeebhoy		Brit. str	101	Acheong	
Statesman	Valiant	Brit. str	1210	Jardine, Matheson & Co	Singapore, &c
White Cloud		Brit. str	380	A. Heard & Co., Agents	*Laid up*
Yesso	Burnie	Brit. str	600	D. Lapraik & Co	East Coast
Yot-tung		Brit. str	332	Acheong	*Laid up*
‡ *Running between Hongkong and Canton.*					
§ *Running between Macao and Hongkong.*					
SAILING VESSELS.					
Acacia	Riddle	Brit. bk	233	Admiralty	
Afoune	Turbe	Fren. bk	417	Chinese	
Altagracia	Onnindi	Span. bk	420	Remedios & Co	
Amiral Devoulx	Carrique	Fren. bk	774	Borneo Co. Limited	Manila, &c.
Anna	Jessen	Ger. bk	440	Chinese	Saigon
Architect Renaud	Weens	Fren. bg	202	Order	
Argonaut	Nicolson	Brit. sh	1072	Jardine, Matheson & Co	
Brilliant	Newman	Brit. bk	303	Chinese	
Cuinemore	Kewley	Brit. sh	957	Russell & Co	
Carl	Peterson	Ger. bg	415	Arnhold, Karberg & Co	Yokohama
Charley	Solávo	Brit. bk	359	Russell & Co	
Contest	Kramer	Siam. bg	388	Chinese	
Chow-Sye	Kruse	Siam. sh	448	Chinese	
Condor	Kroll	Ger. bk	420	Siemssen & Co	
Cutty Sark	P. W. Vorrath	Siam. bk	474	Chinese	
Daylight	Rademaker	Siam. bk	447	Chinese	
Diamond City	Shoemcher	Siam. bk	270	Chinese	
Dora	S. C. Petersen	Ger. bk	265	Order	
Falcon	Salje	Siam. bk	350	Chinese	
F. Nightingale	Cameron	Brit. bk	464	P. M. S. S. Co	
Foldin	L. K. Das Schultz	Nor. bk	235	Aug. Heard & Co	Callao
Fortune	Klindt	Siam. bk	441	Chinese	
Friendship	J. W. Munday	Siam. bk	410	Chinese	
Gerrard	Feliz Pico	Brit. bg	316	Russell & Co	Sydney
Gravina	Mailler	Span. bk		Remedios & Co	
Harriet Armitage	Mathews	Brit. bk	233	Rozario & Co	Dunedin
Imogen	Fleuriot	Brit. bk	384	Howard & Co	
Insulaire	M. Camus	Fren. bk	394	F. Degener	Iloilo, &c.
Isabelita a Maria	R. Chandler	Span. bk	548	Remedios & Co	
James B. Bell	W. E. Madden	Amr. sh	768	Russell & Co	San Francisco
James Shepherd	Schutt	Brit. sh	869	Vogel, Hagedorn & Co	London
Johanne Marie	F. Taylor	Dan. bk	359	Bourjau & Co	
John McLean	C. Dalberg	Brit. bg	194	Birley & Co	
Jylland	A. N. Love	Dan. bk	267	John Burd & Co	
Kedar	T. D. Scott	Amr. bk	350	Carlowitz & Co	Manila
Luju	Gremen	Brit. bk	558	Order	
Lizzie	G. Green	Ger. bk	314	Chinese	
Loreley	Pateau	Ger. bk	303	Bourjau & Co	
Madeleine	Foss	Fren. bk	486	Carlowitz & Co	
Madura	Fossyth	Ger. bg	257	Siemssen & Co	
Maiden Queen	B. P. Clough	Brit. bk	814	Gilman & Co	
Malay		Amr. sh	812	Aug. Heard & Co	
Mary Mildred	Josselyn	Brit. sh	460	Rozario & Co	Melbourne, &c
Matchless	Shewan	Amr. sh	1198	P. & O. Co	
Norman Court	G. W. Morse	Brit. sh	834	Turner & Co	
Old Dominion	Soderholm	Amr. sh	690	Battles & Co	
Osmo	A. Erquiaga	Rus. bk	766	P. & O. Co	
Oracle	Luders	Peru. sh	1199	Wm. Pustau & Co	
Pallas	Jagoret	Ger. bk	526	Wm. Pustau & Co	
Paramo	Ellis	Fren. bk	535	Order	
Pegasus	R. Miles	Brit. sh	1120	Ice Co	
Pehlwan	G. Holdt	Brit. bk	460	Chinese	
Peiho	Aldecoa	Ger. bk	239	Jardine, Matheson & Co	
Pepita	Irgens	Span. bk	296	Remedios & Co	
Presto	Monghan	Ned. bk	420	Ed. Schellhass & Co	Labuan
Princess Seraphi	Jorgensen	Siam. bk	451	Chinese	
Race Horse	W. Tuth	Siam. bk	371	Chinese	
Rachel	Bundguard	Brit. bk	283	Gas Co	
Rebecca	Ledesma	Ger. bk	208	R. S. Walker & Co	
San Lorenzo	C. Geitzler	Span. bk	220	Remedios & Co	
Scottish Bride	Spreckelsen	Brit. bk	403	Olyphant & Co	Al Whampoa
Sophie	L. Ohlsen	Siam. lug	304	Chinese	
Sophie	Moller	Ger. bg	210	Bourjau & Co	
Swordfish	Bourge	Siam. sh	690	Chinese	
Taffarette	T. Sass	Fren. bk	425	Russell & Co	
Tai Watt	T. C. Petersen	Siam. bk	645	Chinese	
Tekli	Vowell	Ger. bk	370	Wm. Pustau & Co	
Undine		Brit. sh	795	Jardine, Matheson & Co	

Vessels.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
CANTON.					
An-lan	Godsil	H.I.C.M.	g-b.		
Ching-Sing	E. Choy	H.I.C.M.	g-b.		
Chen-jui	Poynter	H.I.C.M.	g-b.		
Chen-to	Robinson	H.I.C.M.	g-b.		
Chun-hoi	Demée	H.I.C.M.	g-b.		
Craigforth	Scott	Brit. str	862	Olyphant & Co	
Demerara				Customs Chop	
Fee-loong	Wright	H.I.C.M.	g-b.		
Fei